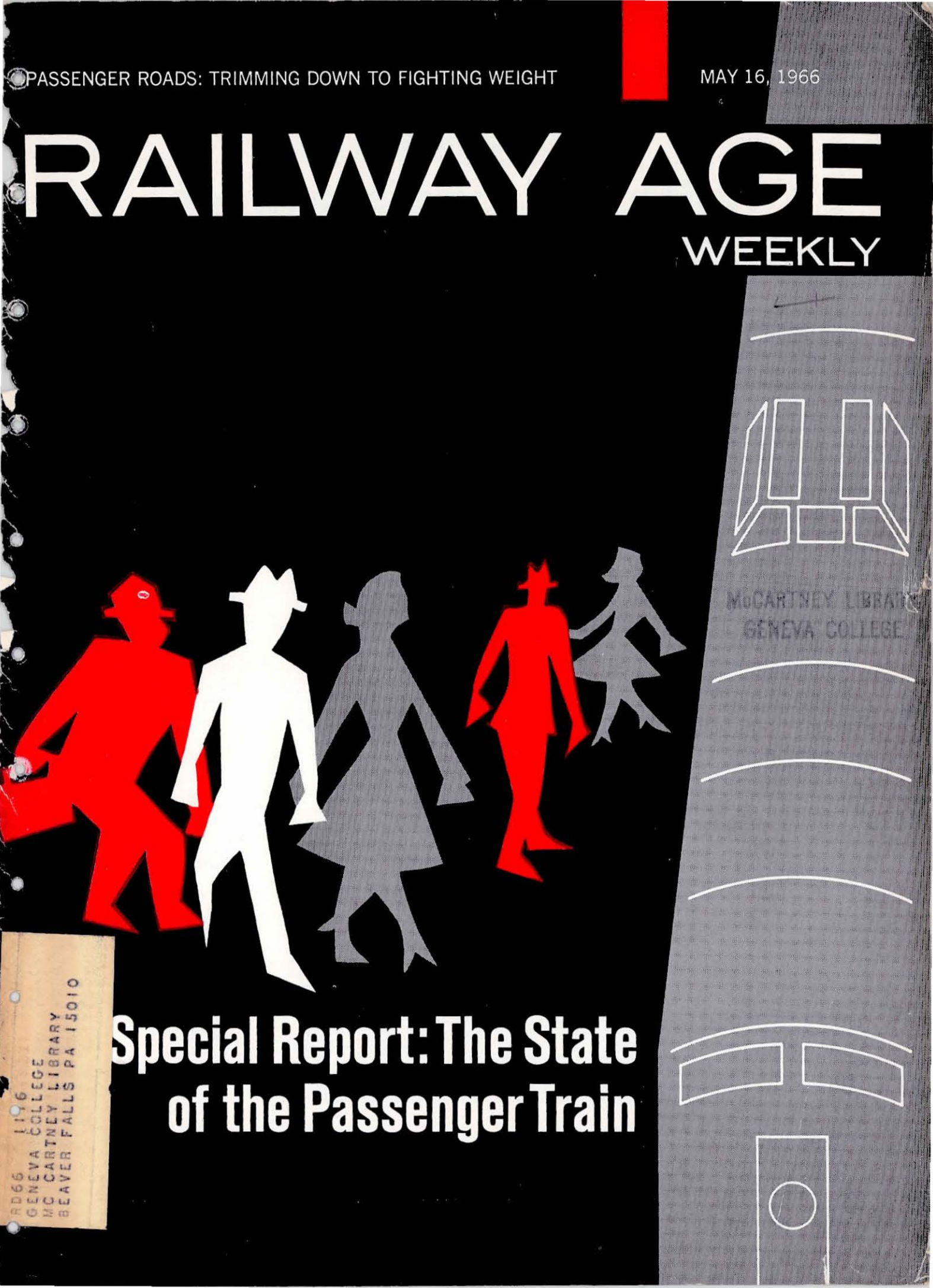
PASSENGER ROADS: TRIMMING DOWN TO FIGHTING WEIGHT

MAY 16, 1966

RAILWAY AGE WEEKLY



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Special Report: The State of the Passenger Train

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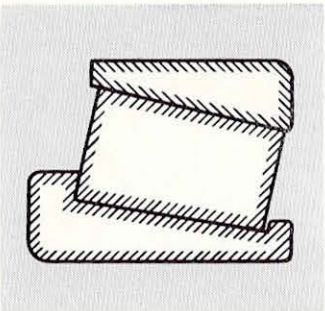
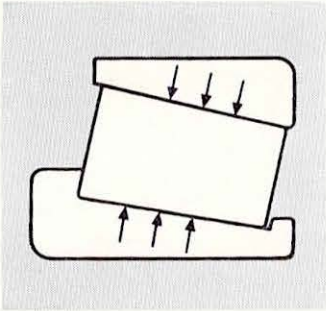
Why Timken® "AP" Bearings give long life, with little maintenance

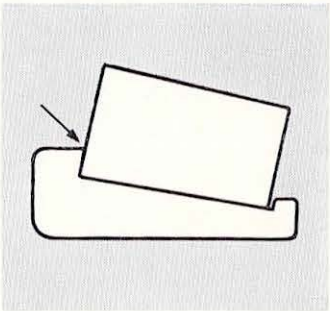
Tapered design: Timken® bearings have tapered design to take both thrust and radial loads or any combination. No thrust devices are needed.



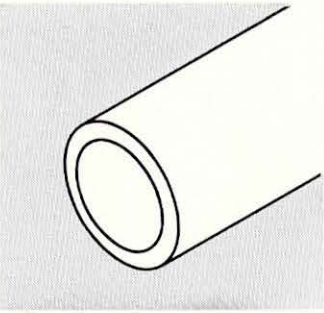
Case-Carburized: races and rollers of Timken bearings are case-carburized to give them wear-resistant surfaces over shock-resistant cores.



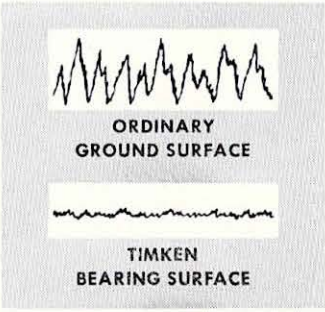
Full line contact: equal load distribution along full line of contact between rollers and races assures maximum fatigue life.



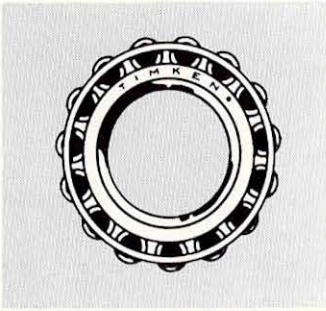
Positive alignment: roller-cone rib wide-area contact keeps rollers in positive alignment, maintains proper roller-race contact for maximum life.



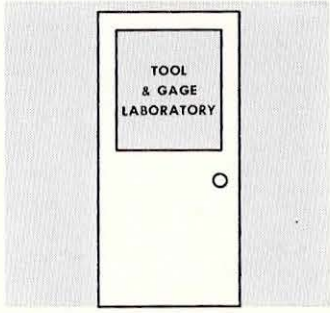
Special alloy steel: Timken bearing steel is high in nickel and degassed for more uniform high quality. Timken bearings are made from rotary-forged seamless tubing and forged rings for greater fatigue strength.



Smooth surface finish: Timken bearing surfaces are ground and electronically scanned to be sure they live up to expectations. This helps the bearing perform more quietly and smoothly.



Optimum number of rollers: improved cage design permits more rollers in the same space for maximum capacity, spaces rollers evenly.



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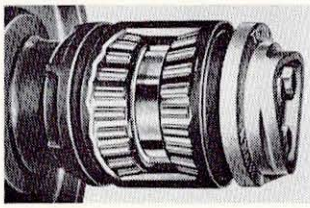

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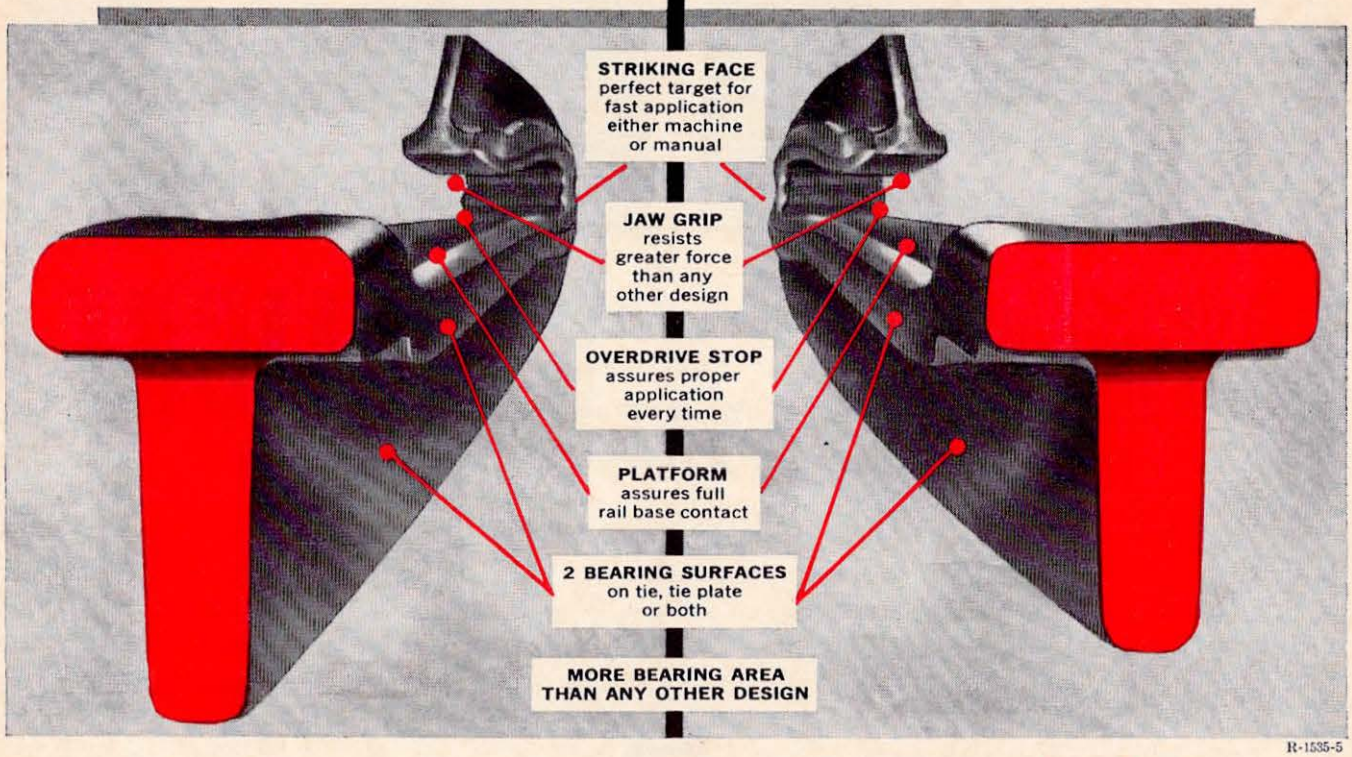
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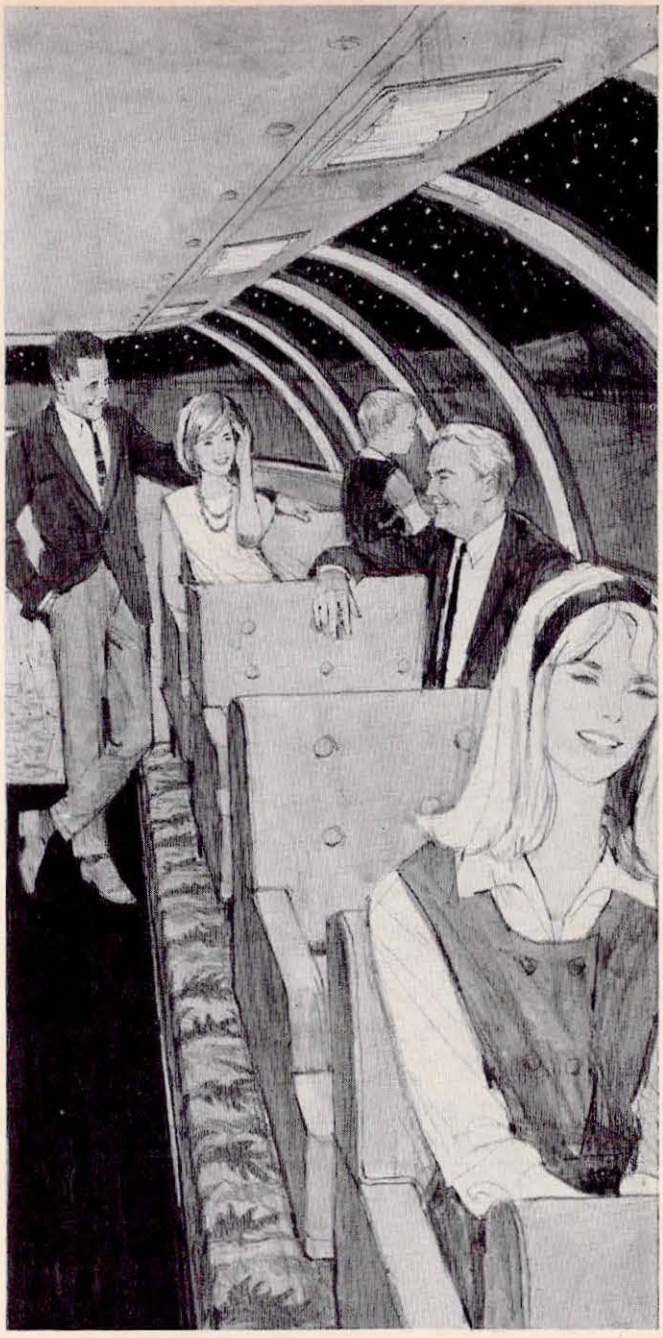

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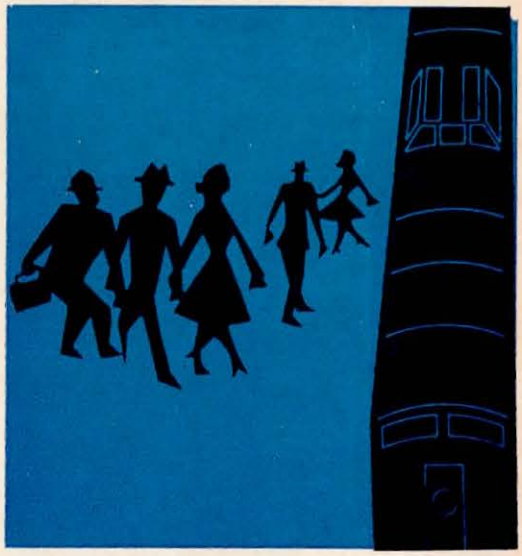
RAILWAY AGE

May 16, 1966 • Vol. 160, No. 19

THIS WEEK

THE STATE OF THE PASSENGER TRAIN



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Editorial and Executive Offices
New York, N.Y. 10007, 30 Church St.
Western Editorial Offices
Chicago, Ill. 60604, 14 E. Jackson Blvd.

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LUTHER S. MILLER: Editor
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Managing Editor: Fred C. Miles
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Editorial Assistant: Wanda Brown

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Washington Editor: Walter J. Taft

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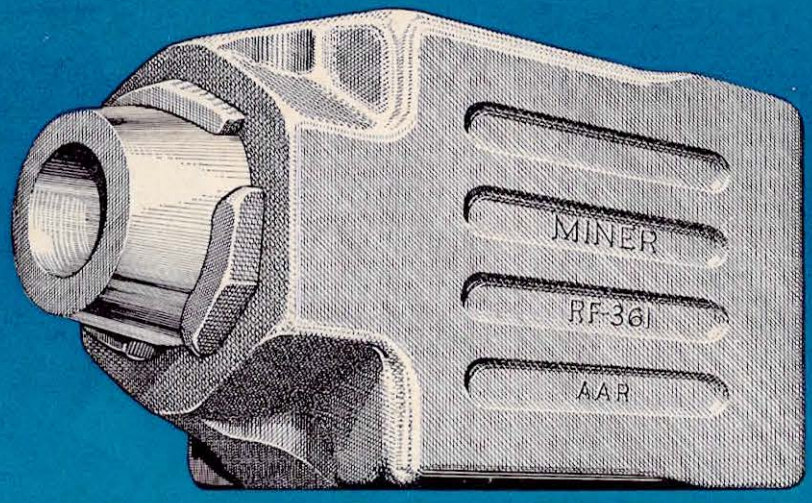

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SHORT AND SIGNIFICANT

Pennsy building up locomotive fleet

Pennsylvania President Allen J. Greenough said last week the railroad has ordered 100 heavy-duty diesel-electric locomotives for use in fast freight service. The $27 million order includes 2,800-hp, 3,000-hp and 3,600-hp units. The new power will bring to 350 the number of heavy-duty locomotives the railroad will have acquired within a two-year period (see p. 37).

●

Production cuts haven't affected auto traffic—yet

The major automobile manufacturers' plans to make cutbacks in auto production are expected to be felt by the railroads over the next few weeks. Until yard inventories at some auto plants are depleted, auto-rack traffic figures are not expected to register any noticeable drop. General Motors plans to put eight of its 24 auto assembly plants on short work schedules over the next few weeks, possibly lowering second-quarter production by up to 60,000 cars. Ford plans to make 18,000 fewer cars this month than normally. The two major producers decided to reduce production after April sales dropped 5%. The industry as a whole reportedly may reduce production by up to 165,000 cars during the next three months.

●

A high in piggyback loadings for '66

A total of 22,603 cars, carrying 37,500 trailers, were loaded in the week ending April 30—hitting a new high for this year. The previous weekly high for 1966 was set in the week ending Mar. 5 when 22,479 cars, carrying 37,057 trailers were loaded. The all-time weekly high for piggyback loadings was set in October 1965, when car loadings for the last week of that month totaled 22,988 cars, carrying 37,619 trailers.

●

ICC tightens rein on rail-truck rates . . .

The ICC has reaffirmed its long-standing position that joint rail-truck rates are subject to the Interstate Commerce Act's Section 4. It has also found that Plans II and V piggyback services do not differ to such an extent that no violations of Section 4's long-and-short-haul clause result when a rate for one of those services is higher to an intermediate point than the other's rate to a more distant point on the same route. Plan II is door-to-door service in railroad equipment on railroad rates; Plan V is door-to-door service under joint rail and truck rates. These Commission determinations were made in a report served May 9 in a case docketed as No. 32254.

. . . and finds them subject to discrimination clause

On the same day, the Commission served a report in No. 34238 which found that joint rail-truck rates are also subject to the Act's Section 3 (4). That prohibits discrimination against connecting carriers, including water carriers. Complainants in the case were water carriers competing with joint rail-truck services for the movement of oil country tubular goods from Pennsylvania and Midwest points to Texas and Oklahoma. Both decisions drew dissents. In one of them, Commissioner Charles A. Webb, speaking for himself and three colleagues, complained that the Commission had chosen to regulate joint rail-motor transportation under the strict rate-making standards of the Act's Part 1 rather than under the more lenient standards of Part 2, which regulates motor transportation generally.

MONDAY MORNING REPORT

Momentum builds for high-speed passenger tests

A week ago, the Department of Commerce and the Pennsylvania signed a formal contract for a full-scale demonstration of high-speed train service between Washington and New York. PRR then announced that Budd will build the 50 air-conditioned m-u cars to be used in the demonstration, which will get under way officially late in 1967. Four prototype cars will be rolling over the PRR line this summer for tests.

Marketing the product: Is there a market for it?

What those 226 miles of steel rails between Washington and New York will amount to, in Madison Avenue advertising parlance, is a test market. It will be in this narrow 4-track corridor that the product—railroad passenger service—will be presented in an improved version, in a new package, accompanied by a strong advertising and promotional campaign. The object, as in all product tests, will be to determine the public's acceptance of the merchandise. The Department of Commerce and the Pennsylvania have faith that the public will know a good thing when it sees it, and will buy. Says PRR Chairman Stuart T. Saunders: "We're confident that this demonstration project will be successful."

Taking a long, hard look at the possibilities

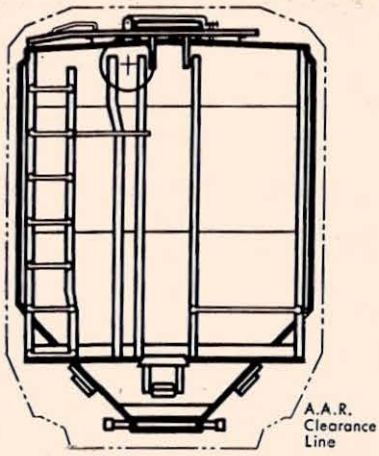
Saunders is a practical, realistic man. When it comes to appraising the future of passenger service, both for PRR and the industry in general, he doesn't kid himself: "While our passenger situation is very bad, there is some hope for curtailing losses. We are approaching this problem in three ways: (1) Attempting to discontinue our long-haul trains for which there is no prospect of ever competing with the jet airplane of today and the supersonic airliner of tomorrow; (2) Concentrating on improvement of service for intermediate travel in heavily populated areas; and (3) Developing public assistance programs for underwriting a portion of the deficit for commuter operations which function essentially as a public service." The ray of light in the passenger picture, as Saunders sees it, is emanating from areas of service such as is planned for Washington-New York. "The future for intermediate travel—over distances of less than 400 miles—is brighter," he believes. "Our contract to develop, jointly with the Commerce Department, a high-speed passenger service is our best hope for reversing the downward trend of this type of passenger service."

Railroad technology can show its stuff

What the PRR and the Commerce Department are about to engage in is what President Johnson was talking about when he said: "I believe the power of science and technology, demonstrated so well in the evolution of air and highway travel, can be utilized in the solution of other transportation problems, especially rail transportation problems." And the President mentioned the Washington-Boston Northeast Corridor as a prime example. "Other such corridors can be identified throughout the nation. Advances in the transportation of goods and people safely, reliably and economically in one densely populated area will be directly applicable to other regions."

A chance to prove a point

LBJ's phrase about being "directly applicable" to other areas drives home the point. For the railroads, an extraordinary opportunity may be presenting itself. If new types of equipment, in conjunction with new standards of service, can attract riders away from their automobiles and airplanes for intermediate travel, then the railroads could be starting on the long comeback road in passenger carrying. The high-speed demonstration in the Washington-New York corridor may pretty much tell the story.



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Our other divisions have done some changing, too.

Which is why, on April 26, we became the Railroad Products Division of Abex Corporation.

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RAILWAY AGE WEEKLY

MAY 16, 1966

WEEK AT A GLANCE

Long Island gets bottled up over drinking issue

Homeward-bound commuters headed for Long Island trains in New York's Pennsylvania Station one evening last week were brought up short by a sobering announcement over loudspeakers. LI trains were running from Penn Station to Jamaica, they were told, but diesel-powered trains which normally operate out of Jamaica and Long Island City had stopped dead in their tracks. The reason? A wildcat walkout of trainmen, called by the union just before the 5 P.M. rush hour, over a drinking-on-the-job issue.

The trouble started when a union official accused Long Island executives and supervisors of drinking at a luncheon earlier that day, violating a railroad rule about drinking on duty. An LI spokesman said those at the luncheon were executives and were not involved with the operation of trains. Three union members were recently suspended by the railroad for allegedly drinking on duty, and the union argues that the rule should apply to all employees.

About four hours after the strike began, a federal judge in New York issued a temporary restraining order against the union, and trainmen began returning to their jobs. A hearing was scheduled for a permanent restraining order.

Penn-Central will be a six-region operation . . .

The huge Pennsylvania New York Central Transportation Company will be administered and operated through six geographical regions. "We are ready for this type of organization," Allen J. Greenough, Pennsylvania president, told last week's 119th and final annual meeting of the road's stockholders in Philadelphia. In March 1964, the Pennsylvania streamlined its organization from nine regions to three, with headquarters at Philadelphia, Pittsburgh and Chicago. The other three regional headquarters will be in the territory of the NYC at New York, Detroit and Indianapolis.

It's not a case of fitting one railroad into the mold of the other, Greenough said. The aim is to take what is best of each—or to create something new—so that the Penn-Central will be superior to either of its components.

Three years ago, Greenough revealed, 80 of the top officers of both companies met in a two-day conference to study the job ahead and to organize the tremendous task of unifying the separate PRR and NYC managements and operations. In March 1965, he said, Stuart T. Saunders, PRR chairman, and Alfred E. Perlman, NYC president, assumed personal leadership of the over-all merger planning. Since then, about 70 officers from the two roads have been working full time on the project, which Greenough called "the biggest, most complex and most challenging undertaking of its kind in the history of American industry."

. . . with a broad diversification program planned

The Interstate Commerce Commission order authorizing the forthcoming merger, Saunders told the PRR stockholders, becomes effective June 1. "We have 120 days from that date to consummate the merger," he added. "We are analyzing the conditions imposed by the Commission [RA, May 2, p. 24] and our recommendations regarding them will be submitted for your consideration at a special stockholders' meeting." The meeting is expected to be held early in July.

David C. Bevan, chairman of the PRR's finance committee, called the road's diversification program "a golden opportunity not only to improve our earnings but to improve the quality of them."

Through the proper selection of the companies it is hoped to acquire, he added, "we should be able to establish a long-term growth trend completely separate and apart from the cyclical character of the railroad industry, and iron out the wide fluctuations in our earnings so characteristic of them in times past, because of our great dependence on the steel industry. We are trying to build in a measure of stability and at the same time a constantly increasing upward trend. While this is a noble ambition, at the same time we believe it is attainable."

NH Trustee Dorigan dies; new officer appointed

Harry W. Dorigan, 70, one of three trustees appointed by a federal court in 1961 to run the bankrupt New Haven, died May 8 in New Haven after a brief illness.

Mr. Dorigan had a long career in railroading. He began his service with the NH in 1921 as an accountant, and moved up to various executive positions with the road, including assistant to both the controller and president. In 1950, he joined Jersey Central as vice president in charge of freight traffic, serving for 10 years. A year after his retirement from the CNJ he was appointed a trustee of the New Haven.

The road said that Richard Joyce Smith and William Kirk will continue as trustees. Frederick J. Orner, vice president and executive assistant to the trustees, has been appointed senior vice president, and will be responsible for all operations.

MIT gets contract for Northeast Corridor work

The U.S. Department of Commerce has granted a $520,000 contract to the Massachusetts Institute of Technology to conduct new research for high-speed ground transportation in the Boston-Washington corridor. MIT will study propulsion, aerodynamics, system scheduling, vehicle guideway interactions, suspension systems, guideway settlement and heave problems, and tunnel building. A computer will be programmed for studies of the sprawling megalopolitan region. Prof. William W. Seifert, dean of the School of Engineering, is director of the project, known as TRANSPORT, which has been conducting studies of high-speed transportation since 1964. The funds granted MIT are part of the $90 million authorized by Congress for the three-year study of high-speed transport.

GUS WELTY'S LINES ON LABOR

WELTY

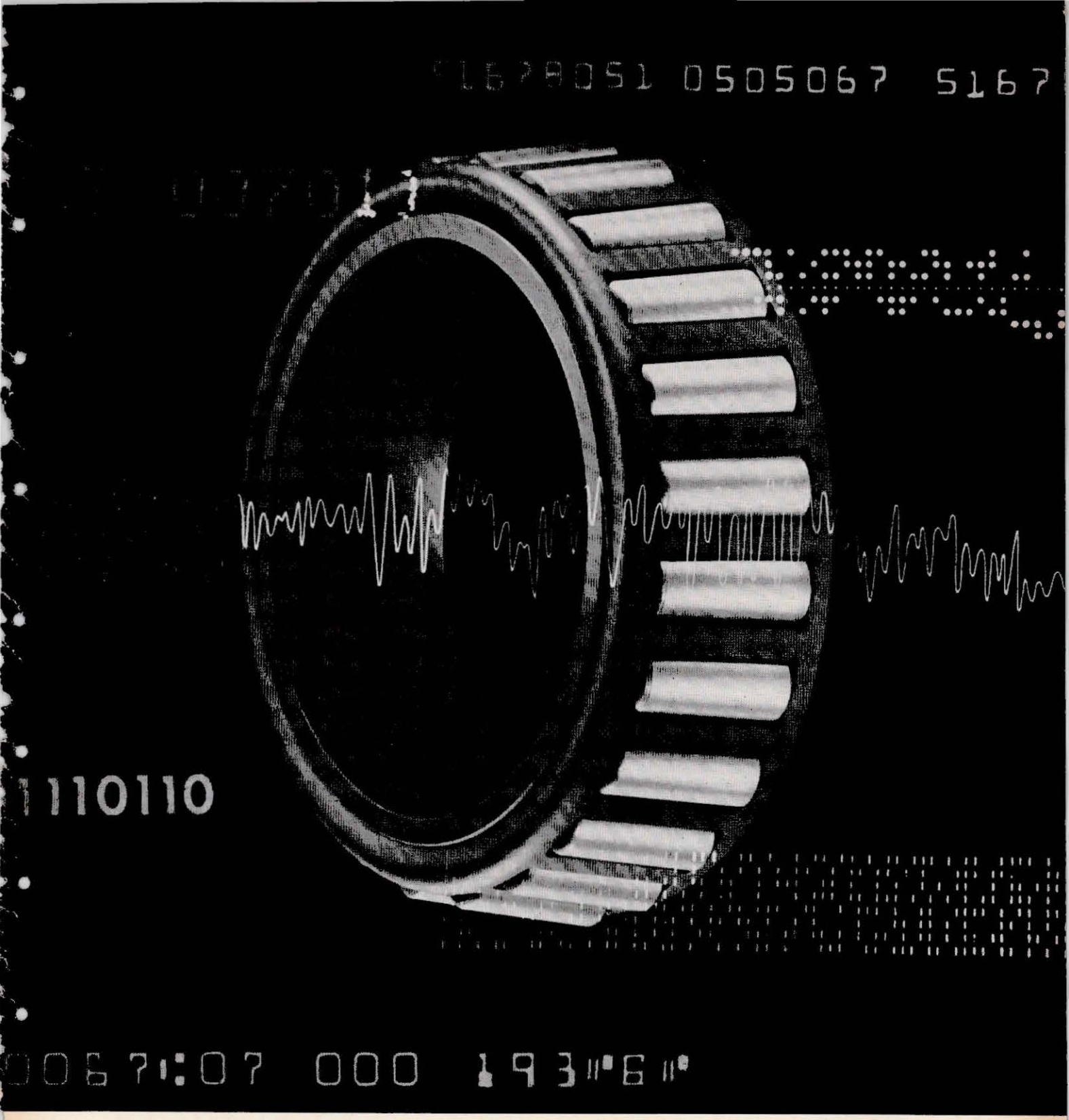
EITHER BY ITS NATURE or by the way it has developed over the years, management-union negotiation is essentially an adversary proceeding. It is, bluntly, a fight. And the men who take part in it are skilled in defending a position or a viewpoint. Top union negotiators got where they are by being tough and by sharpening their skills and proving their abilities on the climb from local office to grand-lodge prominence. Top management negotiators, for the most part, have followed a similar route. And the existence of these conditions is a big factor adding interest to what might ordinarily have been a routine announcement: That Francis J. Robertson has been selected by the Western Railways Labor Committee to succeed E. H. Hallmann at the National Railway Labor Conference.

MR. ROBERTSON has built his knowledge of the management-union relationship not as an advocate but as a third-party participant—referee, arbitrator, emergency-board member. He's been handling rail labor cases since the late 1940s; he's been a member of three emergency boards, and he was, of course, one of the five neutral members appointed to the Presidential Railroad Commission in 1960.

HIS WILL NOT BE an easy job. But the credentials which he brings to NRLC are impressive. In a third-party role, he's worked with a broad range of railroads and labor organizations on an equally broad range of disputes.

IN A WAY, the appointment seems like a break with tradition. But it isn't, really. There's always been a search for new ideas, new approaches, in an effort to make management-union dealings less like a replay of the Civil War. There's also always been a realization that the two forces—which seem opposing and are opposing at the bargaining table—have many, many mutual interests which need mutual handling. But bitterness developed on either or both sides of the bargaining table can take a while to fade. And in the meantime the mutual interests can be overlooked or ignored.

LABOR RELATIONS will probably never become a sweetness-and-light proposition. But both sides are fond of expressing hopes for improvement in management-union relations. Given the background of the new man at Chairman J. E. Wolfe's NRLC shop, it would not be illogical to assume that he'll be looked to for contributions of substance in this general area.



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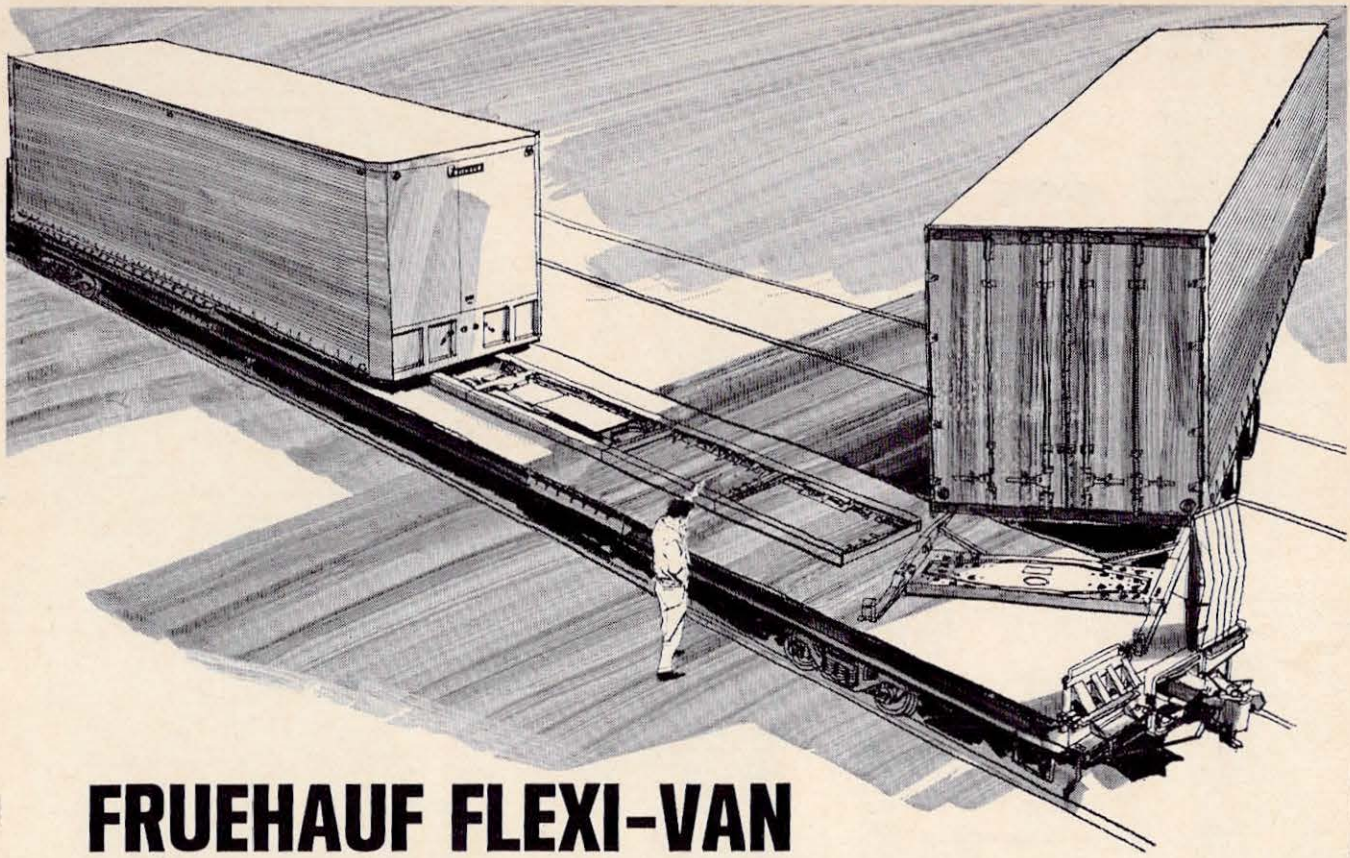

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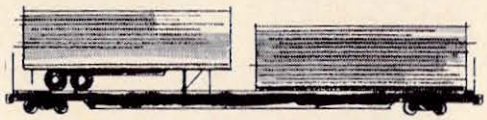
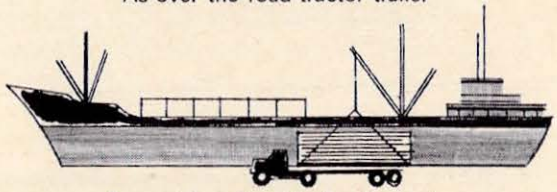


As piggyback and container on rail car

As over-the-road tractor-trailer



As container for shipping by water

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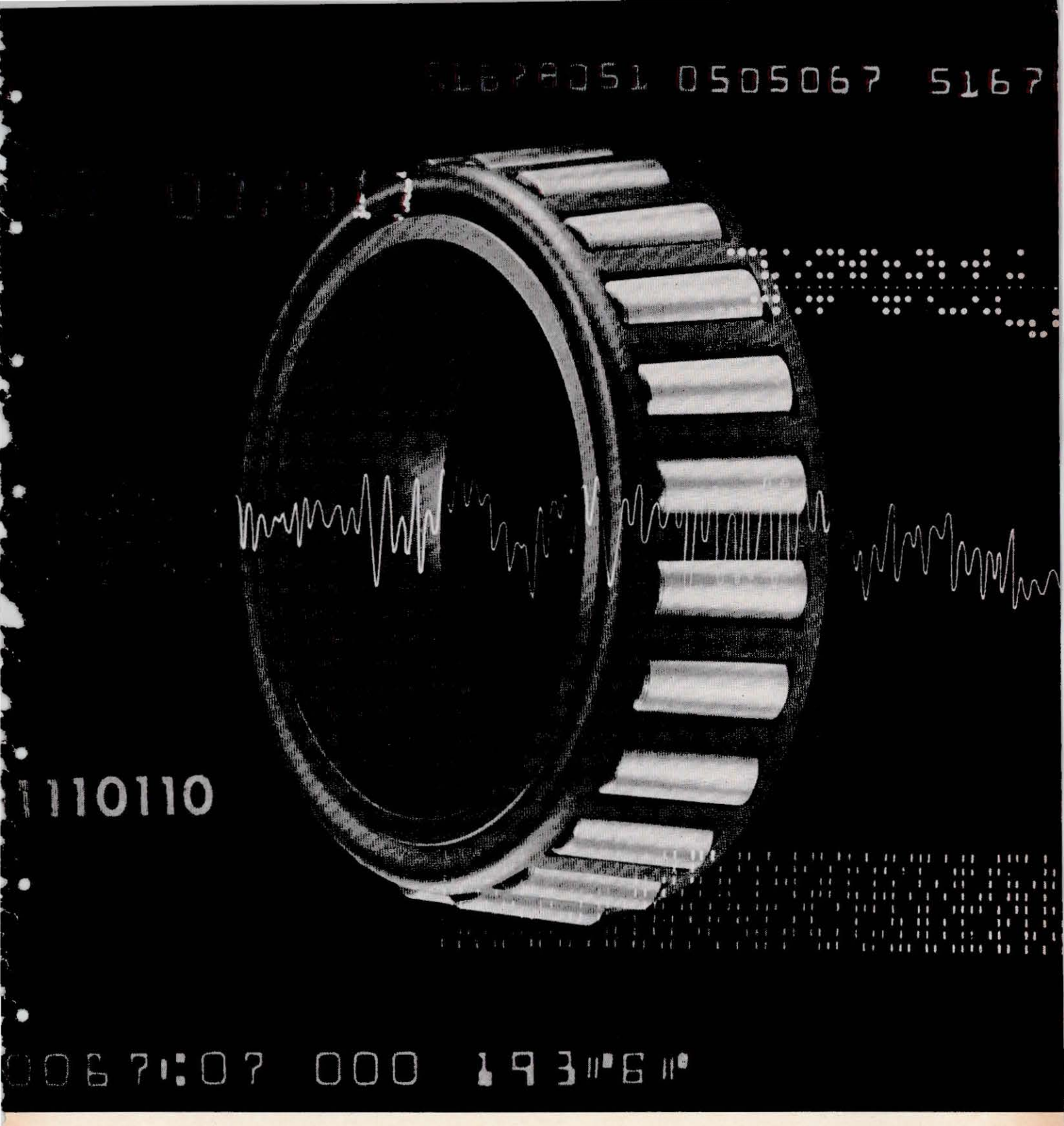

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Brenco *crown-taper* roller bearings are the most modern of all.

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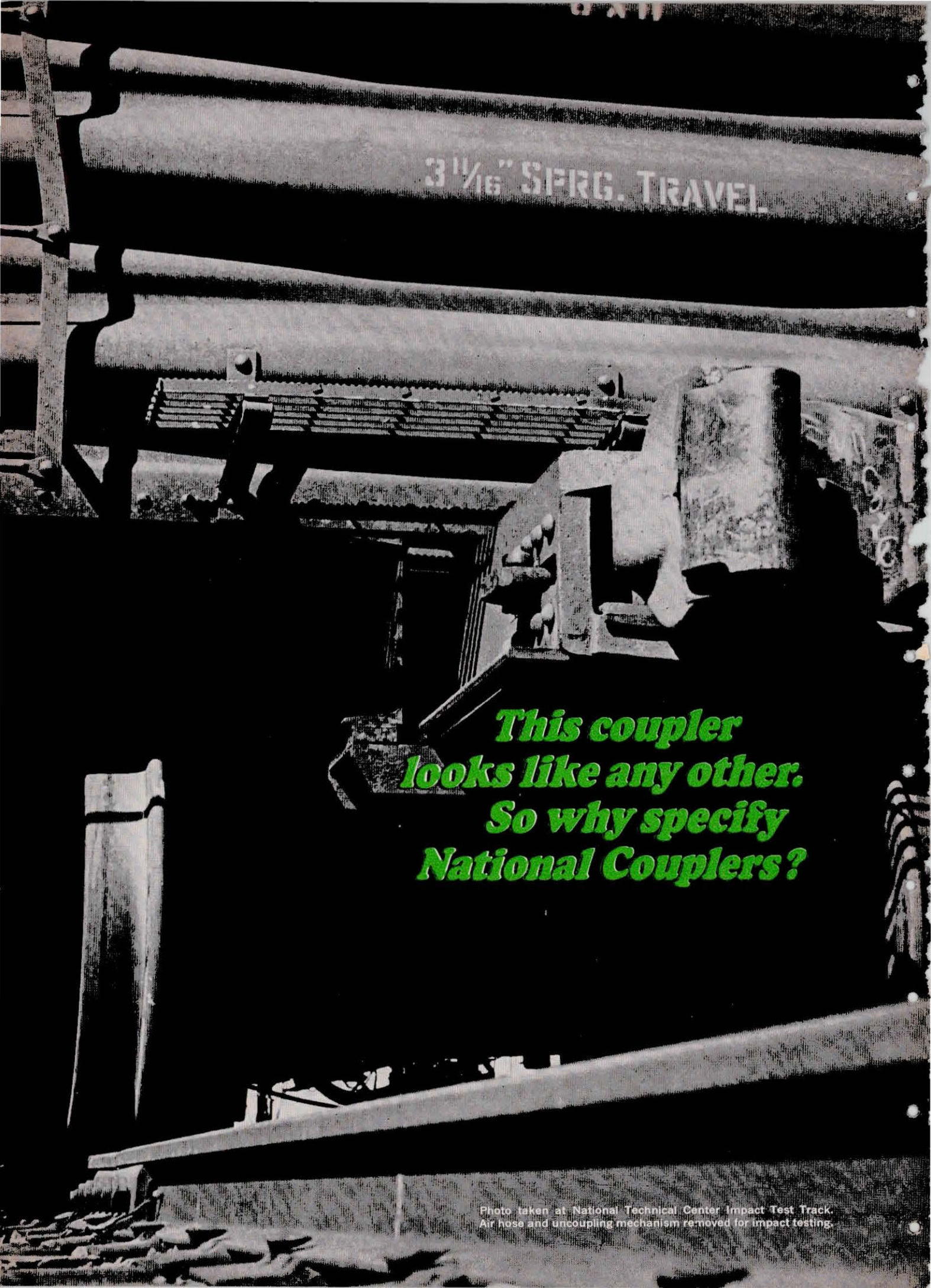

This coupler looks like any other. So why specify National Couplers?

Photo taken at National Technical Center Impact Test Track.
Air hose and uncoupling mechanism removed for impact testing.

more experience

National is nearing its 14-millionth railroad coupler. Nowhere else in the world is there such a fund of coupler know-how as at National. This knowledge and experience applied to your problems gives you assurance — and results.

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From the earliest days of railroading National has been a pioneer in developing better, stronger couplers. National Type F Interlocking Coupler is a high strength design for unit train service.

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No matter what your coupler application may be, National makes either an AAR type or a coupler of National design to fulfill all requirements — or can readily produce a "special" from proven designs. You don't take chances when you order from National.

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National's production facilities are fully integrated to provide precise quality controls at every stage of manufacture from melting, through pouring, to finishing, gaging and testing. Each National coupler possesses all the most desirable physical properties to assure longest service life.

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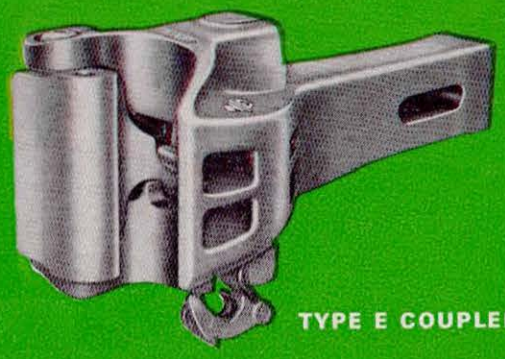
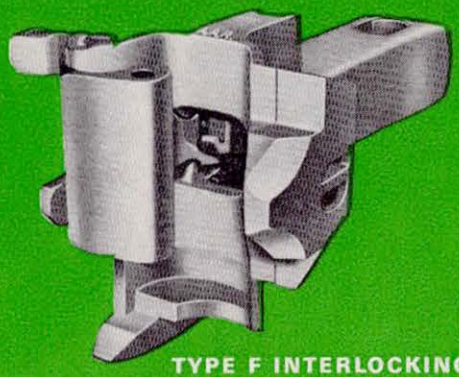
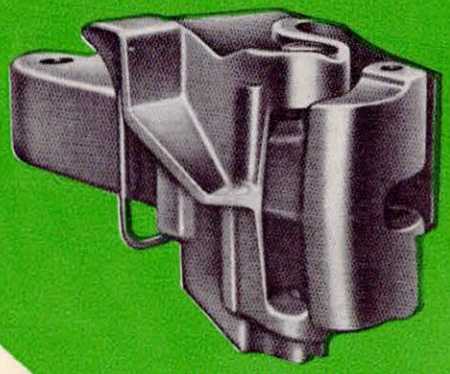


TYPE E COUPLER



TYPE F INTERLOCKING COUPLER



SHARON 10-A COUPLER

TYPE H TIGHTLOCK COUPLER

NATIONAL CASTINGS DIVISION
Midland-Ross Corporation
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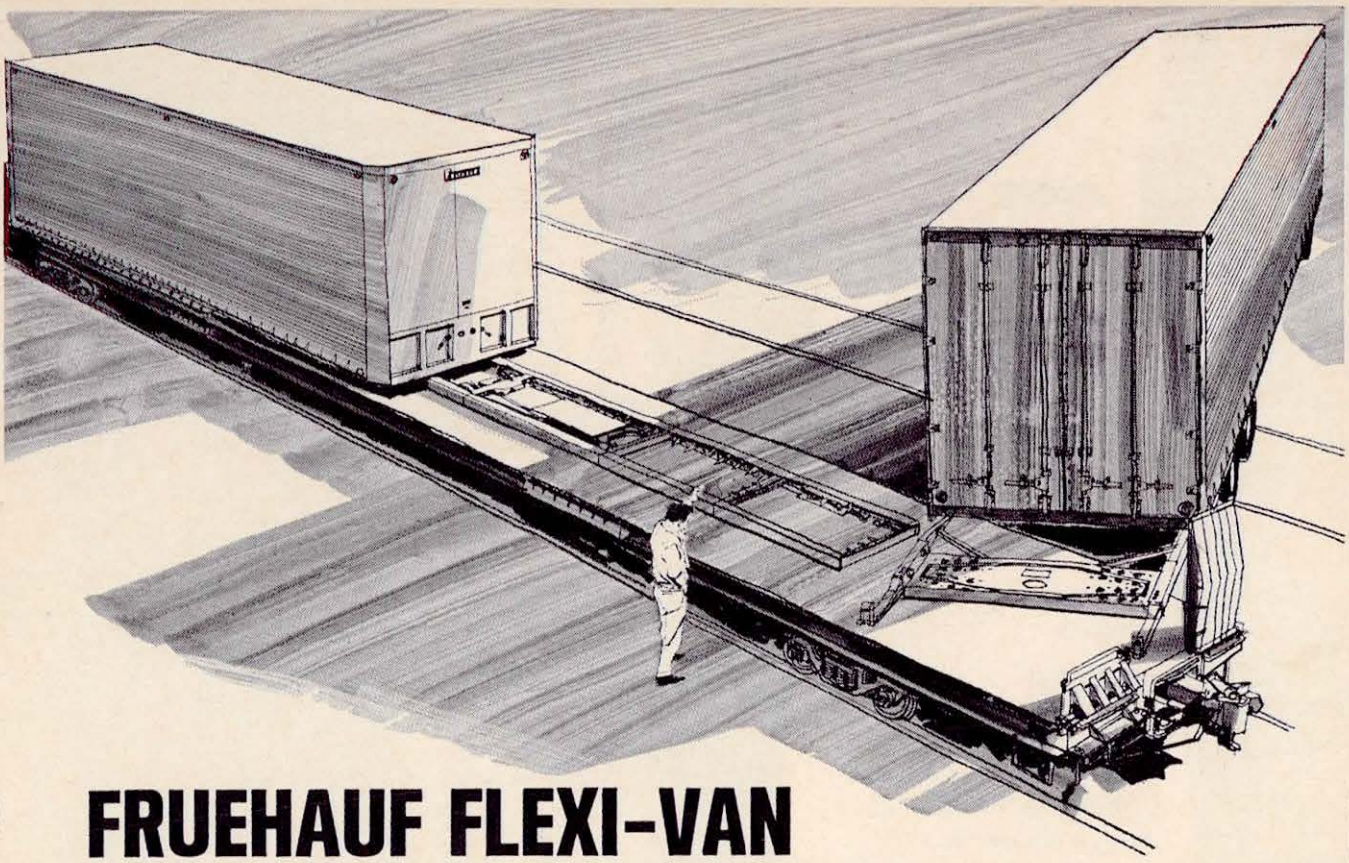

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Your nearest Fruehauf Branch will supply you with complete information on this top combination for flexible transportation—Flexi-Van and Flexi Quad Car. Or, write **Fruehauf Division, Fruehauf Corporation, 10942 Harper Avenue, Detroit, Michigan 48232.**

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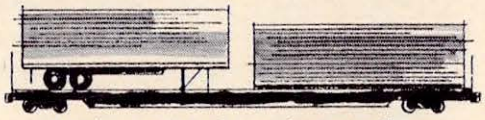
FLEXI-VAN SYSTEM COORDINATES RAIL, HIGHWAY AND SHIP TRANSPORT



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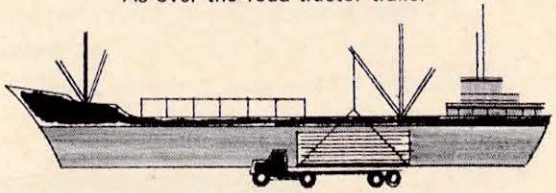

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FRUEHAUF CONTAINERS
Warehousing in Motion

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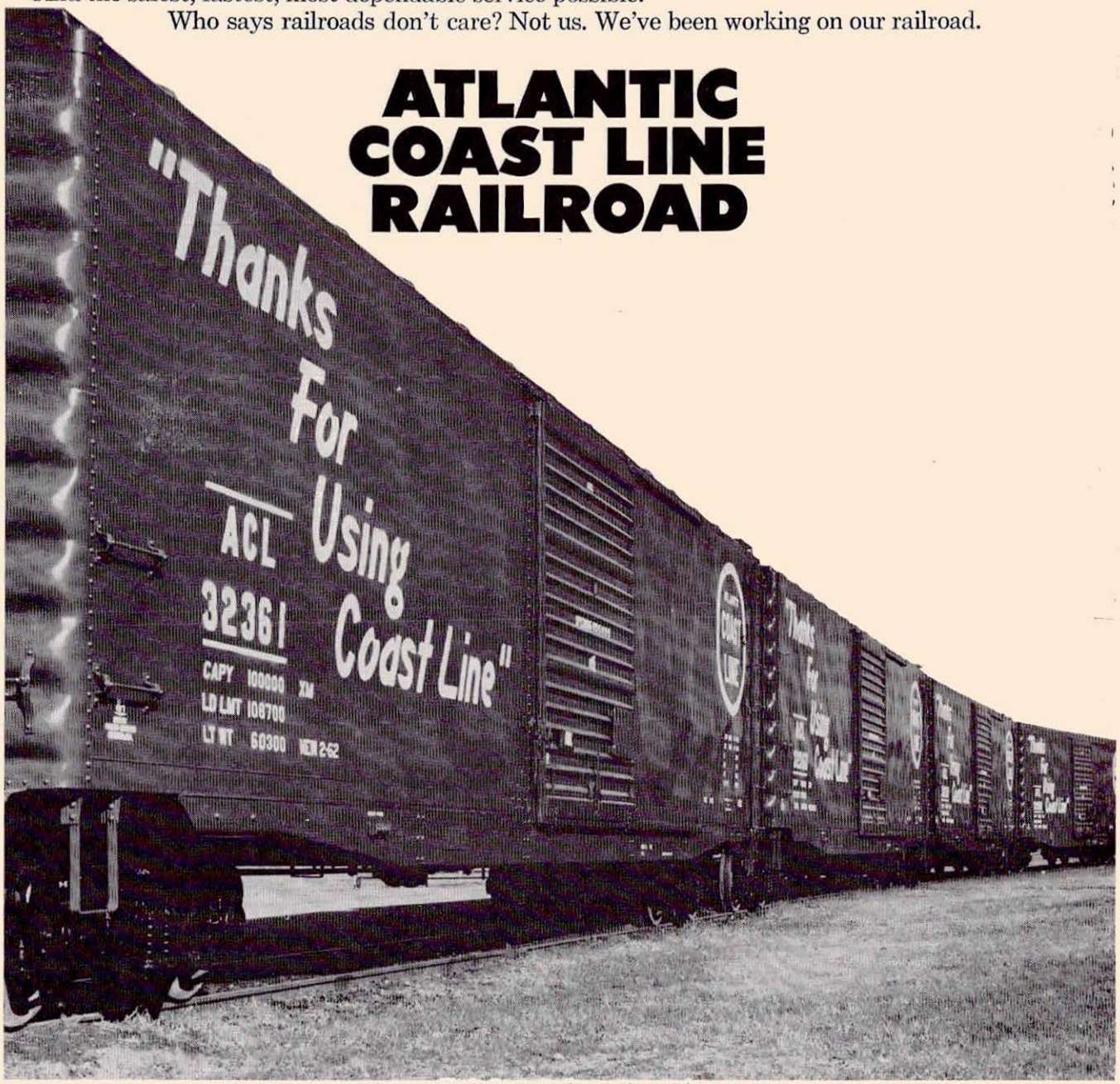
Circle 10 on reader service card

ARE WE TALKING TO OURSELVES?

Not at all.
When we say "Thanks for using Coast Line", we're trying to tell you we appreciate your business.
But saying it isn't enough. So we try to show it.
By giving you the kind of equipment you want. The attention you deserve.
And the safest, fastest, most dependable service possible.
Who says railroads don't care? Not us. We've been working on our railroad.

ATLANTIC COAST LINE RAILROAD

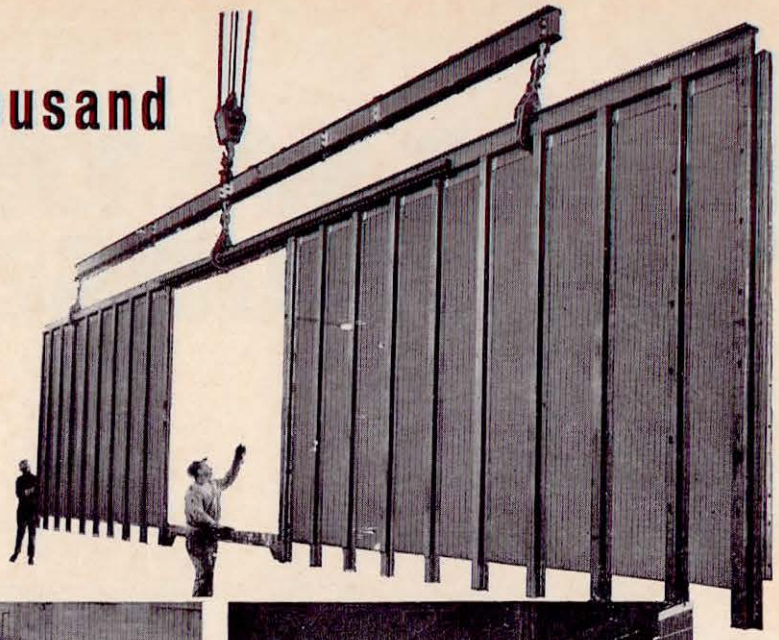


Circle 15 on reader service card

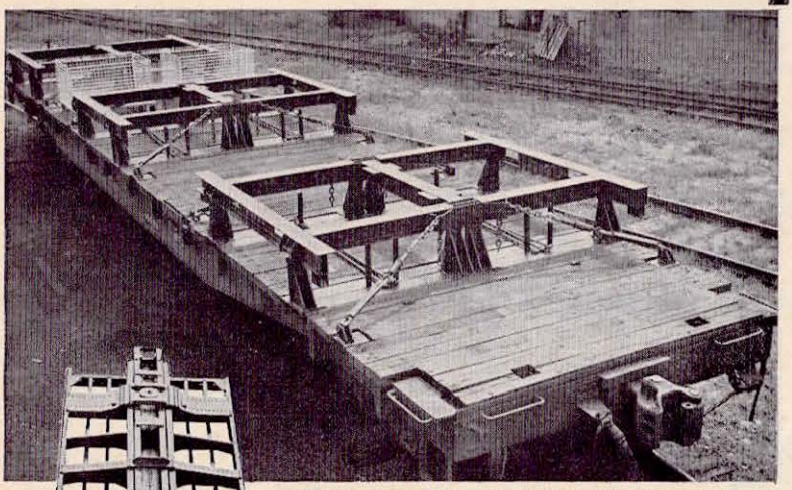
Photos worth a thousand words? Well . . .

anyway they show you we're in the business of building car components to tight customer specs. That saves a lot of explaining. But, there's still a lot unsaid about our timely delivery.

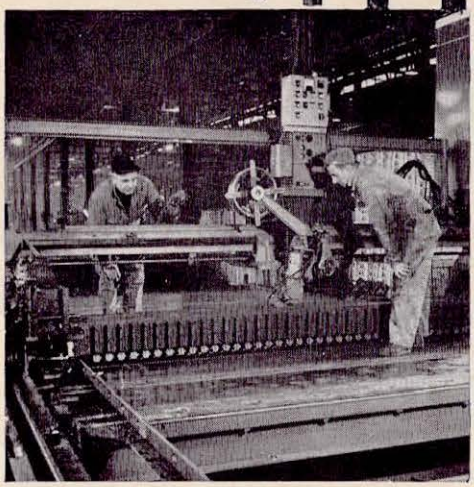
Actions speak louder than words. How 'bout a crack at your next order?



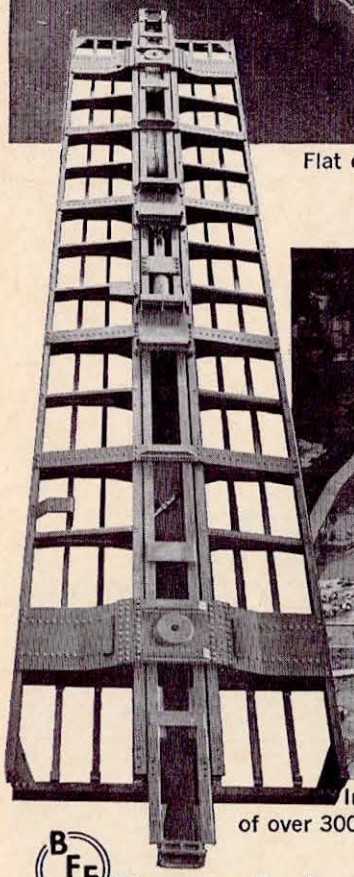
One of 1200 car sides built for a large northeastern railroad.

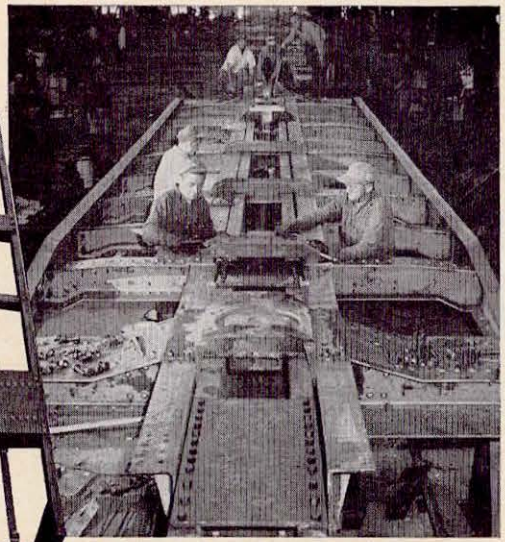


Flat car modified by Berwick to transport '65 auto frames.

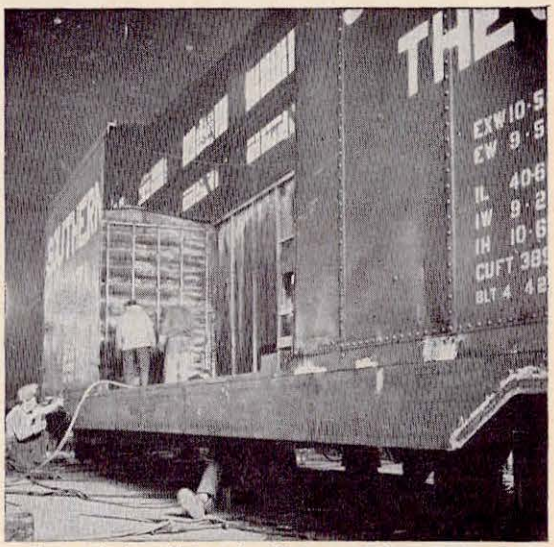


Automatic equipment used in car side welding.





Installation of cushioning unit in one of over 3000 underframes built in the past year.



A car being "stretched" from 40' to 50' will be completely reconditioned before delivery.

BFF

Berwick Forge and Fabricating Corporation

Berwick, Pennsylvania Chicago office: 80 E. Jackson Blvd.

Circle 12 on reader service card

Trim down to fighting weight—then fight

The pruning process is getting many roads on their feet—and reviving competitive spirit.

By JOE ASHER

Rail passenger service in the United States could be compared to the man who keeps getting knocked on his ear, picks himself up off the pavement—and comes back for more.

In the face of subsidized competition, the railroads have taken a thorough drubbing in passenger service. But for the first time, the industry is being confronted with a genuine set of options.

The brightest of these is reflected in a fast-moving R&D program that will produce, within the next year or so, a brand new breed of train for high speed service in heavily traveled corridors. The optimists feel that this could lead to a railroad passenger service.

Another is to make the most of what's available right now, find out where the traffic potential lies, and go all out to promote it. The popularity of cruise ships is proof that not everybody wants to get to his destination at top speed; there will always be a market for service and comfort. And since the total market is expanding, so will this one.

The third option is to decide that rail passenger service will never be viable, and get out of the business. Some roads could justify this, but if all of them did it, the country would be the loser.

● **The minuses.** The pessimists have much of the evidence on their side. In 1965 Class I roads had a passenger-service loss (based on the ICC formula of fully allocated costs) of $410 million; the rail share of the intercity market continued to slip; and the passenger-car fleet shrank some more.

Mail revenues are declining, as the Post Office implements its plan to divert traffic to highway and air.

Also serious is the fact that the passenger-car fleet is threatened with obsolescence. Of the 12,000-odd cars (excluding head-end) comprising the fleet, most of those in the consist of name trains date back 15 to 20 years, and a sizable proportion of equipment is ten years older than that—or more.

● **The pluses.** But passenger traffic managers — and their managements — have been given some optimistic trends to watch lately:

—While rail income from all sources is edging up, passenger deficits in most cases are holding steady, not increasing. This meant, in 1965, that the ratio of passenger losses to total net income dropped to 50.3%—compared with more than 100% only five years ago.

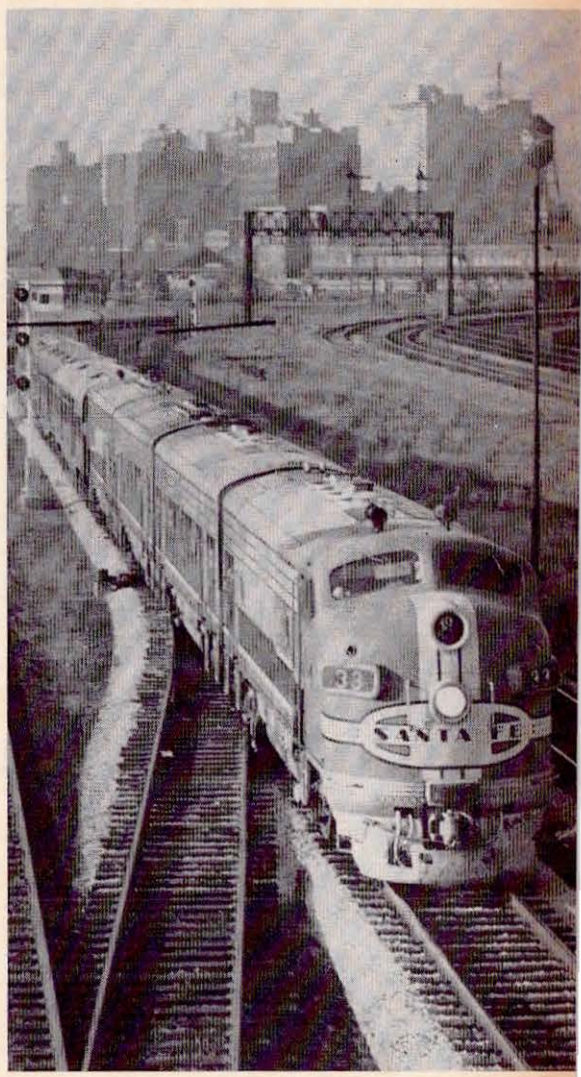
—Each year, more of the trains that are chronic losers are coming out of service.

—Good service combined with smart marketing and promotion still fills a great many trains, keeping equipment utilized, creating good will for the operator and, on occasion, making a profit.

● **Good news from Washington.** Another hopeful sign is the growing recognition at all levels of government that railroads should not have to bear the brunt of uneconomic commuter operations. State and local aid have been big factors in keeping many suburban operations alive.

Most momentous of all are signs of major policy changes in Washington.

The dramatic example, of course, is that high-speed is no longer just a catch phrase; it's moving fast from the R&D to the action stage. Railways in France, Germany, the USSR and Japan are going all out for 125-150 mph trains; now Washington has put the U.S. in the swim. Just a few days ago, the Commerce Department signed a contract with the Pennsylvania calling for the



HOW 1965 SHAPED UP

	1965*	1964
Passenger revenues	$552,772,033	$577,909,949
Mail revenues	310,400,000	328,048,357
Express revenues	75,900,000	79,711,790
Other passenger-service revenues	95,900,000	99,754,288
Total	1,035,000,000	1,085,424,384

*Preliminary figures.

beginning of high-speed, experimental train service between New York and Washington late in 1967. If successful, this experiment could have important national implications.

● **"See America"—by train.** Secretary of Commerce Connor has called in an advisory committee to promote the "See America" idea overseas. It's expected that by 1970, the number of annual visitors from abroad will top one million. And there are reports that the government is anxious to see opportunities for rail travel exploited fully.

President Johnson, when signing the $90-million high-speed Demonstration bill into law, called attention to the biggest single fact that could affect the future of rail passenger transportation: the travel market is not just growing, it's exploding. Even if the rails only held their present modest share of the market, the size of it would expand drastically—and opportunities may be there to seize a much larger share.

To be sure, many railroads have tried every trick in the trade to woo passengers—oftentimes with only mediocre results. Clearly, where the public demonstrates it will not support a service, it is only sound management practice to cut back, or drop service completely.

● **Success story.** But not all roads have their backs to the wall in this respect. Some are in fact doing rather nicely—and the prophets of doom will have a hard time explaining the experience of the Four Winds Travel Agency in New York City.

The agency startled some rail passenger officers by proposing deluxe circle tours of the U.S. by chartered train. They startled the same men some more by making a huge success of them. Four Winds is stepping up its bookings this summer, and has only one complaint—not enough Pullman equipment available to tap all the potential market.

What's the over-all outlook? The signs point to a continuation of the pruning process. More and more uneconomic branch lines and poorly patronized line-haul services are disappearing.

At the same time, the merger trend holds out prospects for eliminating a lot of duplicated services.

As time goes on, rail passenger service may well be trimmed down to a single network of lines linking the major urban centers, with extra links to big vacation spots in Florida and the Far West.

Trimming down means no more economic monstrosities hanging round the necks of rail managements like millstones. When this day arrives, they will have the breather they need to take a good look at their opportunities—and decide what to do about them.

THE STATE OF THE PASSENGER TRAIN

Some have it good—and

The southeastern roads admittedly have a built-in asset in the vacation traffic bound for Florida. But service and promotion play their part, too.

The Seaboard's passenger revenues hit $14.8 million last year, up $250,000 from the previous year, and the highest in 13 years. The "Silver Meteor" and "Silver Star" continue as top revenue earners, requiring full consist operation with 18 cars.

A pair of local trains were discontinued, but 36 lightweight cars acquired from the Florida East Coast will enable the road to keep its long-distance fleet in top operating order.

● **Heavy on promotion.** SAL also earned the Special Award for Merit of the National Association of Travel Organizations, for imaginative travel promotion. Aside from comfort and convenience in riding, this has taken the form of heavy advertising (even overseas), substantial commissions to travel agents, off-season package vacations which have beefed up revenues, and many other things.

The Atlantic Coast Line's '65 passenger earnings were $13.9 million—down slightly from the year before, but this was largely due to the FEC strike, which forced ACL to reroute Florida-bound trains.

ACL discontinued three local services and is processing a fourth application but, like the Seaboard, is heavily promoting the service that can stand on its own feet. The Florida Special's bookings this winter, for instance, were above those of the previous winter.

Coast Line trains to Florida have telephones, movies and television aboard; hostesses give fashion shows in the lounge cars; there's free champagne with candlelight dinners, and an after-dinner cigar.

And it works both ways: For southerners heading north, ACL offers theater tours to New York, and tours to other eastern cities. There are also special trains to sports events, rail-fan rambles, and quite a few others. A central reservation bureau serviced by telephone and teletype enables ACL to process space reservations faster than ever.

Louisville & Nashville's passenger revenues declined slightly from 1964's $6.4 million to $6.1 million in '65. But two unprofitable trains were discontinued late last year, and two modern counter-lounge cars added to the consist of the "Pan American."

Southern recorded a $2.4 million drop in passenger-service revenues in 1965 compared with the previous year; N&W also showed a decrease from 1964's $5.3 million in passenger revenues to 1965's $4.8 million.

● **IC reports gains.** Illinois Central's 1965 passenger revenues checked in at $22.9 million—up more than $1 million from '64. Part of the credit goes to the "City of Miami," which IC says is still the best patronized train between Chicago-St. Louis and Florida.

However, traffic is up on all IC through trains, including the City of New Orleans and the Panama Limited, as well as from such sources as student and adult package tours, bargain weekend fares.

IC's suburban traffic is up, too with revenues topping '64 figures by 6%.

There's also bullish news from the other side of the country. Northern Pacific's 1965 passenger revenues of $7.2 million were 6% over '64 figures, which were up by the same percentage over '63.

Three lightweight coaches were added to the "Mainstreeter" last year, and an additional six stainless steel coaches were placed in service early this year. Slumbercoach service is a popular item, NP reports, and it now accounts for over 50% of sleeping car traffic.

● **New cars for GN.** Great Northern increased its passenger revenues from 1964's $9.8 million to $10 million in '65, in spite of serious floods last year. Mail revenues were up moderately. Being added to the car fleet are six coaches, a diner and three baggage cars refurbished and acquired from other roads in order to retire older cars.

The Milwaukee's '65 passenger revenues were $12.3 million—off $200,000 from the previous year. But two unprofitable trains have been taken out of service, and ten additional ones added to the busy Chicago suburban operation.

Two diners were converted to cafeteria-type cars, and three of Milwaukee's ten name trains showed slight increases in passenger volume and revenue, with declines on the others slight. Milwaukee is also promoting more package tours.

The Santa Fe's '65 passenger revenues were $38.9 million, compared with '64's $40.5 million. Among the reasons for this were absence of one-time-only traffic connected with mili-

some bad

tary maneuvers, and discontinuance of some unprofitable services. While ATSF says applications are pending for elimination of some other chronic losers, it continues to promote its principal long distance trains, including the "Chiefs" and the "El Capitan," which operate at or near capacity during vacation and holiday periods.

Off season traffic is being promoted through special fares, family plan rates have been extended to all days of the week, and travel agencies are being given more incentive through commissions.

● **UP down.** Union Pacific's passenger revenues slipped to $23.6 million in 1965, compared to $24.3 million in '64. Thirty cars have been refurbished. Application for abandonment of two seasonal trains in Idaho is pending.

Southern Pacific's passenger revenues were more steeply on the downgrade—down 9.7% to $21 million in 1965. The SP was unsuccessful in attempting to discontinue the "Shasta Daylight" between San Francisco and Portland, but hopes to prune some other unprofitable runs—the "Lark" and the "San Joaquin Daylight" between San Francisco and Los Angeles. The "Sunset Limited," once celebrated as a luxury sleeping car train, has been transformed to an all-coach train.

In other efforts to cut passenger deficits, SP has introduced buffet cars with vending machines, to replace diners.

● **Cost squeeze on the WP.** The Western Pacific's passenger revenues have held steady, with the '65 figure checking in at $2.9 million. But rising operating costs have brought annual losses on the "California Zephyr" to $375,000, and in spite of efforts to increase off-season patronage, the train faces prospects of curtailment.

The Denver & Rio Grande Western—one of WP's two partner-roads in operating the "California Zephyr"—did not suffer a comparable loss on that particular train, but reports some squeeze on passenger revenues. A 5.7% drop was recorded in 1965, due largely to diversion of mail and express traffic to highways.

Rio Grande is now filing for discontinuance of two trains between Pueblo and Denver, but is busy with a program of refurbishing equipment on its overnight "Prospector" service between Denver and Salt Lake City.

Excursion business on the narrow-gauge Silverton branch continued to grow, with a 16.3% increase in revenues over 1964.

● **Katy and CGW call it quits.** All through the midwest, a pruning and reshaping process is at work. The Katy and Chicago Great Western went out of the passenger business in 1965; the Soo Line, under pressure from sharply dropping mail and express revenues, discontinued four trains during the year, as well as the through sleeping car service operated in conjunction with the Canadian Pacific between the Twin Cities and Vancouver. If the application now before the ICC for discontinuance of service between the Twin Cities and Noyes, Minn. is approved, the Soo will be almost completely out of the passenger business.

● **RI revenues dip.** The Rock Island reports a drop in passenger revenues from $13.1 million in 1964 to $11.8 million in 1965. Except for the "Golden State," sleeping and dining cars have been discontinued on all trains.

RI is applying for discontinuance of trains 17 and 18 south of Kansas City, and is preparing proposals for cutting back service on its long-distance runs, notably Chicago-Los Angeles (together with SP) and Chicago-Denver.

On the other hand, RI proposes to strengthen service on medium-length hauls, such as Chicago-Davenport. If the plan goes through, RI officers estimate this would improve the road's revenue position by about $2 million annually.

RI's Chicago commuter operations are just about breaking even. There are plans for adding more double decker cars, reducing fares off-peak, and toning up service generally.

Chicago commuter operations are bringing a profit to the C&NW. North Western's passenger business is largely commuter nowadays, and this is generally responsible for bringing 1965 passenger revenues up to $18 million from $17.3 million the year before.

The overall passenger deficit was cut to $1.6 million—down $900,000 from 1964.

● **Ride 'n Park.** C&NW has just come up with a new wrinkle in commuter service—Ride 'n Park. Designed to attract those who do not work in the central business district, the system offers overnight parking in downtown Chicago for those who want to take the train in from the suburbs, drive to work in an outlying district, then return, leave the auto at C&NW's downtown garage, and ride back home by rail.

In line-haul service, North Western discontinued its last daily round trip between Chicago and Madison, Wis.,

Name trains—still a draw

To paraphrase Rodgers and Hammerstein, There Is Nothing Like A Train. Competing modes can offer either privacy, or speed, or in the case of ocean liners (which don't really compete with trains anyway), utter luxury. But for a combination of all three, no other form of transportation comes near the train for getting the best of all worlds under one steel hood.

True, passenger business does not have the popularity it once did. True, too, financial losses have been steep, and retrenchments in service have been well publicized; but what needs to be underlined is how much good service is still left, and how well in fact many of the remaining prime trains are patronized.

Trains like the Trail Blazer, the Commodore Vanderbilt, the Land O' Lakes, are only names to conjure with, these days.

But the Empire Builder and North Coast Limited are still popular trains to the northwest; the UP's "City" trains and the Santa Fe's Super Chief, Chief and El Capitan are still attractive ways to reach the west coast; the IC's Panama Limited, the Seaboard's Silver Meteor, the Coast Line's Florida Champions, are still drawing excellent patronage in the southeast and Gulf Coast area.

So much has been said about the decline of the passenger train, that it's easy to forget that comfortable service is available as always on the NYC's Twentieth Century Limited, the PRR's Broadway Limited, the C&O-B&O's Capitol and George Washington.

The Burlington Zephyrs are still running; so are the Milwaukee's Twin Cities Hiawathas, the KCS' Southern Belle, the MoPac's Texas and Aztec Eagles, the Southern's Southerner and Crescent, the L&N's Humming Bird and Pan American.

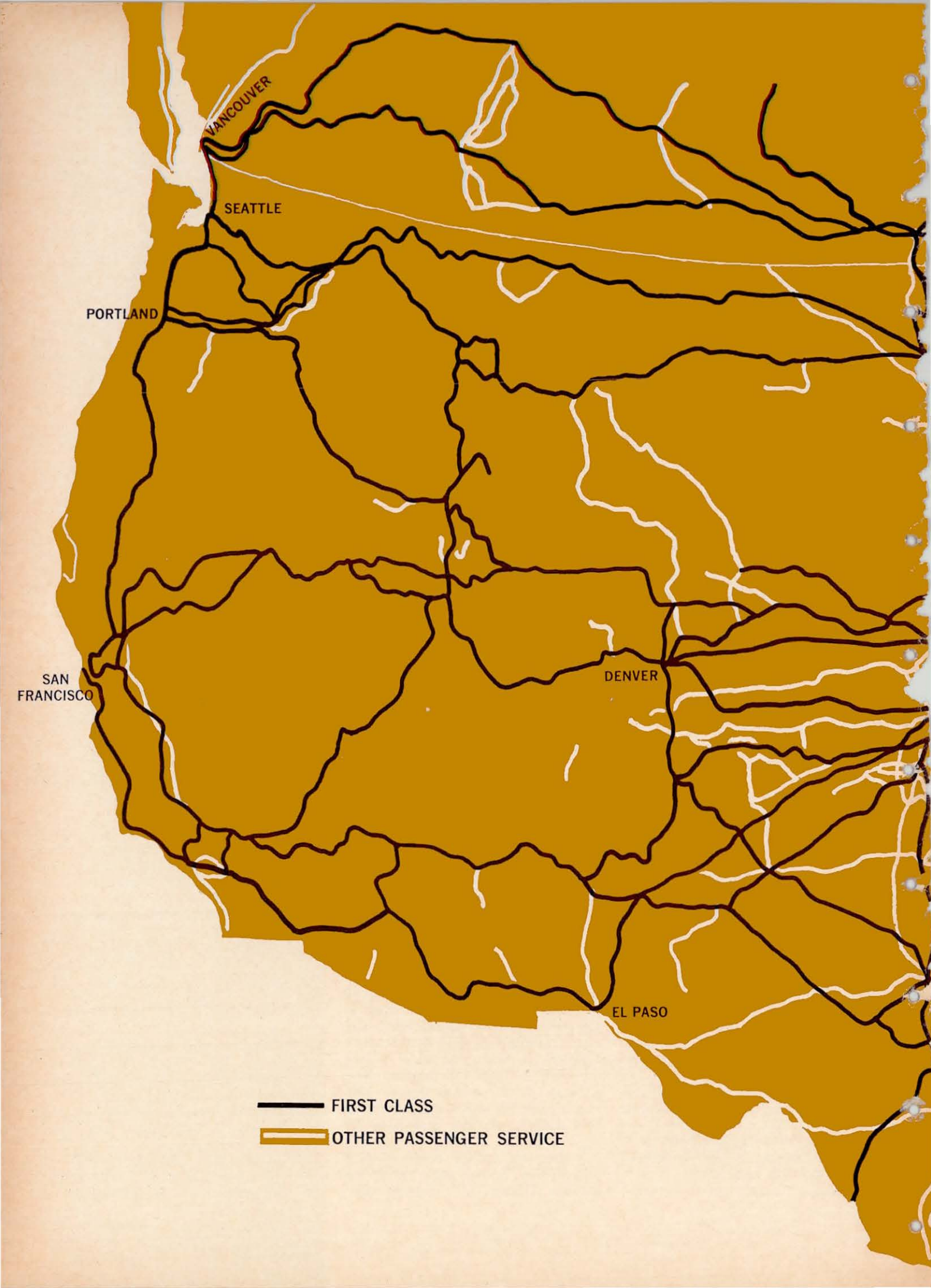
The City of Miami and South Wind are still linking Chicago with Florida, courtesy of IC-CofGa-ACL and PRR-L&N-ACL respectively.

In Canada, the CN is heavily promoting passenger business with the Super Continental and Panorama on transcontinental routes, the Rapido, Champlain Ocean Limited, International Limited linking eastern urban centers.

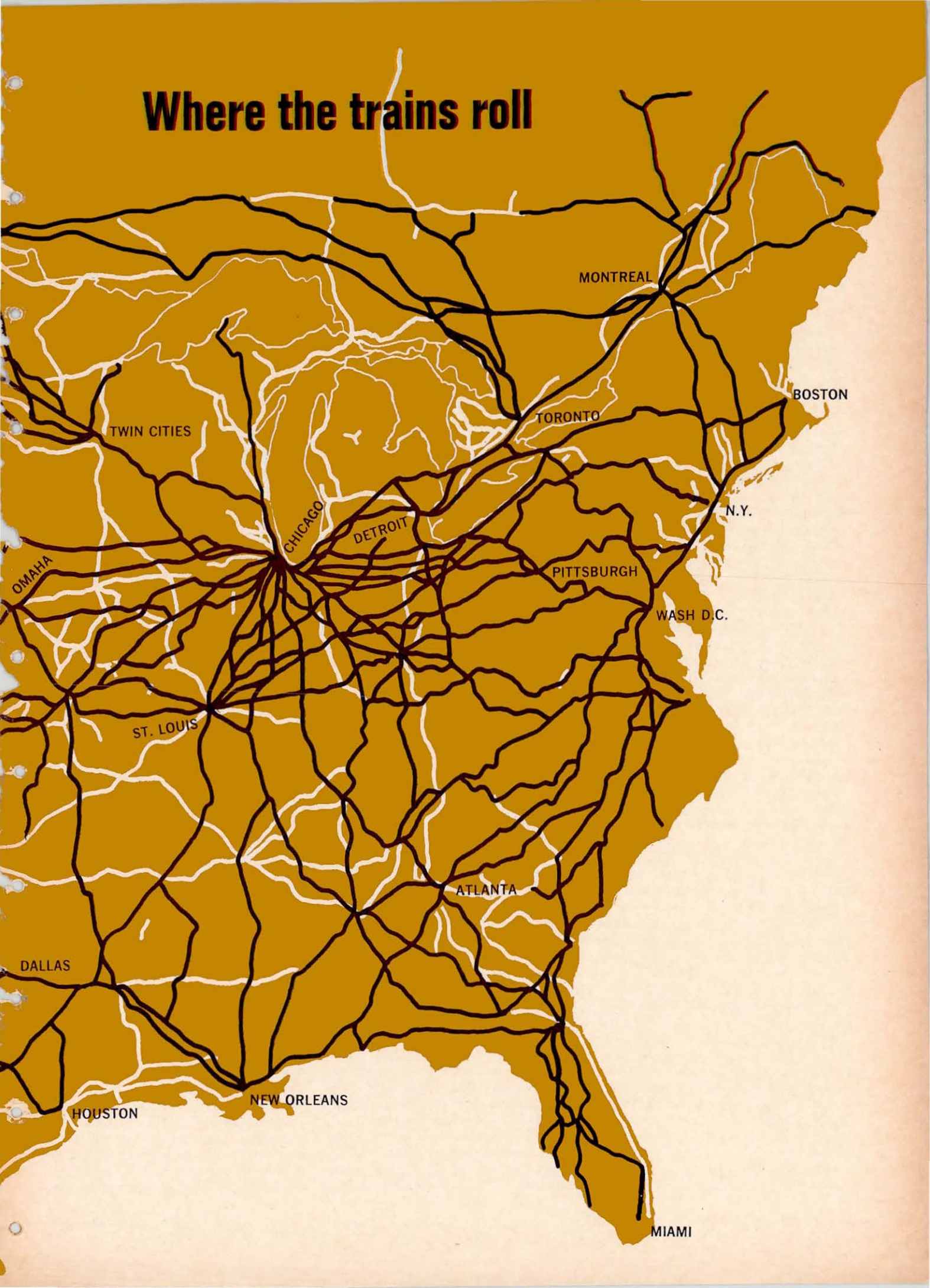
The CP, less of a convinced passenger booster, is nevertheless meeting the competition with the Canadian, the Frontenac, and Atlantic Limited.

No matter what part of the country, the welcome mat is out—All Aboard!

WHERE THEY ROLL—TURN THE PAGE


VANCOUVER
SEATTLE
PORTLAND
SAN FRANCISCO
DENVER
EL PASO
FIRST CLASS
OTHER PASSENGER SERVICE

Where the trains roll



but is commencing joint operation into the Milwaukee's new terminal in downtown Milwaukee.

Chicago, Burlington & Quincy's passenger revenues in '65 held steady to the mark set in '64—$20.7 million. The "Q" discontinued a pair of trains between Alliance, Neb. and Casper, Wyo. earlier this year, but collaborated with NP in putting Slumbercoaches on the "Mainstreeter" between Chicago and Seattle, is trying on-train fashion shows, and experimenting with automated food service on the "Nebraska Zephyr."

CB&Q reports business satisfactory on the "California Zephyr," and especially good on the Denver Zephyr; timetable improvements and a lively ad campaign may be partly responsible.

The Burlington's last remaining single-deck suburban cars have been retired, and the commuter fleet now consists exclusively of air-conditioned, bi-level stainless steel cars.

● **MP retrenches.** Missouri Pacific has cut back a substantial amount of passenger service: During 1965, four pairs of trains were discontinued, another two pairs (including the "Colorado Eagles") came off early this year, and still another pair is to be the subject of hearings in an abandonment application. One bright spot in the picture is increasing mail and express earnings. MoPac reports a continuing program to refurbish passenger equipment, including conversion of surplus lightweight sleepers to coaches.

The Frisco's 1965 showing in passenger revenues was $1.1 million, compared with $1.4 million in 1964. During the past year, four pairs of medium and long-distance trains came out of service, but this has had the result of concentrating the best equipment in the Frisco car fleet on the remaining Oklahoman and Southland.

● **Mail loss hurts C&O-B&O.** Further east, the C&O-B&O has done some slight pruning—a pair of trains came off in Michigan, and suburban Pittsburgh service was cut 40% in train miles. Revenues for the two roads came to $15.4 million, compared to 1964's $16.7 million.

Big inroads have been made in the substantial deficits of previous years, but declining mail and express revenues pose a threat to some passenger operations. Nevertheless, the system continues to emphasize an aggressive marketing approach.

Two years ago, introduction of Red Circle fares attracted attention; fares were sliced way down to attract off-peak travel. Other variable pricing methods have been tried since, and the two roads also accept three credit cards, show movies on trains, have revamped, easy-to-read timetables, and a "hot-line" reservation service that expedites confirmation of space.

Last summer, the C&O scored a success with a Take-Your-Auto service. The motorist would deliver his vehicle to be mounted on a flat-car attached to a passenger train, ride in front of it to his destination, and then drive on under his own power. The service will be repeated this year.

A way to combat dining car deficits was found by introducing Food Bar Coaches—a concept developed by food service experts at Cornell University. From one end of a conventional coach, passengers pick up simple, but complete meals or sandwiches, reasonably priced, which they take back with them to their seats. The idea worked so well

VITAL STATISTICS
Passenger Service on Class I U.S. Roads†

	1965*	1964
Revenue passenger-miles	17,388,776,783	18,244,618,476
Revenue passengers carried	298,877,357	313,040,001
Average length of trip (miles)	58.2	58.3
Average revenue per passenger-mile (cents)	3.179	3.168
Passenger-train cars (including Pullman and Head-end)	21,364	23,057

†All figures include commuter operations.
*Preliminary figures.
Note: Beginning in 1965, the Class I category was changed to exclude smaller roads with annual revenues under $5 million. These were insignificant in passenger operations for purpose of comparison.

U.S. INTERCITY PASSENGER TRAFFIC
(billions of passenger-miles)

	Railroads	Air	Bus	Private Auto
1956	28.2	25.5	25.2	669.7
1957	25.9	28.1	21.5	670.5
1958	23.3	28.5	20.8	684.9
1959	22.1	32.5	20.4	687.4
1960	21.3	33.9	19.9	706.1
1961	20.3	34.6	19.7	713.6
1962	19.9	37.6	21.3	735.6
1963	18.5	42.8	21.9	765.9
1964	18.3	49.5	22.7	801.8
1965*	17.4	57.9	22.7	830.0

*Preliminary.

RATIO OF LOSSES IS IMPROVING

	Class I Net Income (million dollars)	Passenger losses (ICC formula) (million dollars)	Percentage of passenger loss to net
1956	876.3	697	79.5
1957	737.4	724	98.2
1958	601.7	610	101.5
1959	577.7	544	94.3
1960	444.6	485	109.2
1961	382.4	408	106.9
1962	571.0	494	69.0
1963	651.5	399	61.3
1964	698.1	410	58.7
1965*	814.9	410	50.3

*Preliminary figures.

in trials that it's being extended to a number of C&O-B&O trains, and with slightly more elaborate appointments will be introduced on the "Capitol" and "George Washington."

● **PRR fights big loss.** The Pennsylvania reported a 1965 passenger deficit of $41.8 million on revenues of $82.9 million.

In view of the forbidding size of this deficit, the PRR is exploring several ways of cutting losses. Last year, two pairs of local trains were discontinued; this year, another pair was discontinued and the "Spirit of St. Louis" is due for the same fate.

East-west passenger traffic continues to decline, but the PRR launched an energetic ad campaign extolling the virtues of the "Broadway" between New York and Chicago, with some results.

During the past year, 33 stainless steel coaches were upgraded, and in the coming months another 148 cars will be refurbished. Twenty new cars will be added to Philadelphia suburban service under agreement with state and local agencies. Another 80 new cars will be added in northern New Jersey to do the same for commuter service into New York.

● **Reading cuts deficit.** The Reading, also a contractor with governmental agencies for suburban Philadelphia services, has managed to cut its deficits still further through increased operating efficiency. Electrification of a segment of one suburban line will be completed this summer, and improvements to signaling and stations have been made.

On an avoidable cost basis, the 1965 loss was $1.9 million—down from '64's $3 million.

During 1965, 22 electric m-u cars were upgraded, and two RDC cars purchased second-hand. Operation Reading, an 18-month program sponsored jointly with government agencies to test different services, got off to a promising start, as off-peak passenger volume began climbing.

Reading officers credit a saturation campaign in newspapers, television and radio; also toll-free telephone service in the suburban area for train information; a new refreshment car in suburban service; spruced-up terminals, and other morale-builders.

Reading officers, anxious to see outside aid increased, have come up with a study that shows if the road could get aid at the level it needs to make important capital expenditures now, commuter service could be self-supporting by 1974.

⊘ **NYC a heavy loser.** New York Central's passenger revenue in 1965 was $51.5 million, compared to $54.4 million in the previous year. The deficit, which had been narrowing steadily over the past decade, started widening again last year. A decline in traffic, coupled with increasing operating costs, got the blame.

To continue the pruning process 11 trains outside the commuter area were discontinued, and another one is subject of a petition for the same. Forty coaches have been rebuilt and modernized, and mail and express revenues have started going up.

A $25 million investment was made in 721 Flexi-Van flat cars and 1,500 double-side-door vans. This enabled the Central to go after the traffic, and 20 trains now operate exclusively in mail and express movement.

To improve suburban service, the Central is adding 40 stainless steel coaches to the fleet.

● **More bad news.** Erie Lackawanna, Jersey Central and New Haven all have gloomy tales to tell. E-L chopped 10 trains from its line-haul roster during 1965, is petitioning for abandonment of passenger service on its Sussex branch, and pressing most insistently to discontinue all suburban service into Hoboken, N.J.

Big northeast cutbacks

JCL, badly afflicted by total diversion of mail traffic, was forced to discontinue nine lightly patronized passenger and mail trains and 12 mail-only trains during 1965.

While assistance received from the State of New Jersey was raised $1.5 million to $3.6 million in 1965, state taxes in the last eight years have taken $45 million. Some relief from state taxes, may be in sight, though.

The New Haven's future was settled three weeks ago, when the ICC made the Penn-Central merger contingent on absorption of the New Haven. At the same time, however, the Commission permitted the NH to discontinue 50% of its line-haul trains on the New York Boston shore line and the New York Springfield line.

The Boston & Maine, is now performing commuter contract service into Boston for a state agency, and is otherwise close to being out of the passenger business.

Hearings will be held this year on B&M's application to abandon passenger operation on the Connecticut River line (B&M's segment of the NH-CV-CN service between New York and Montreal).

New York State just took over the LIRR, and will put $200 million into a modernization program primarily to benefit passengers.

Delaware & Hudson, refused permission to discontinue operation of its Laurentian between Montreal and Albany (and on to New York via NYC), has modified service in order to effect some economies.

● **Canadian picture brighter.** Just over the border from the northeastern states, the Canadian National is moving in the opposite direction: expansion and upgrading.

CN this year introduced the Rapido —the fastest service in North America. The new train makes the 335-mile Montreal-Toronto run in four hours 59 minutes slicing 1¼ hours from the best previous schedule. A second train, the Premier, will enter the same service shortly.

CN is striking out in many directions at once. New equipment has been put on many services in the last three years, including the "Champlain" (Montreal-Quebec), "Super-Continental" and "Panorama" (transcontinental), "Ocean Limited," and other trains.

Red, White and Blue fares were inaugurated, as a way of building up off-peak travel—with a startling rise in passenger volume as a result.

Infra-red heat for quick meals on Montreal-Ottawa businessmen specials were tried out; CN promises that an electronic reservation system will completely revamp present methods of confirming space.

The CN also expects to be able to prune service—some lightly patronized runs in the prairie provinces. Otherwise, the CN attitude towards passengers is—the more, the merrier. ■

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Materials, design and manufacturing processes are under constant review as we regularly improve the New Departure-Hyatt Taper Freight Bearing. In 1963 we installed ultrasonic inspection. In 1965 we began using vacuum degassed steels. Currently we are conducting a series of on-the-road tests to prove out a new, improved seal design.

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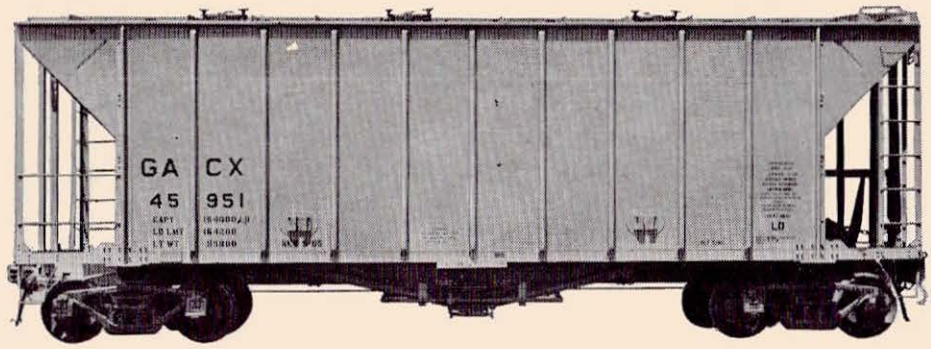

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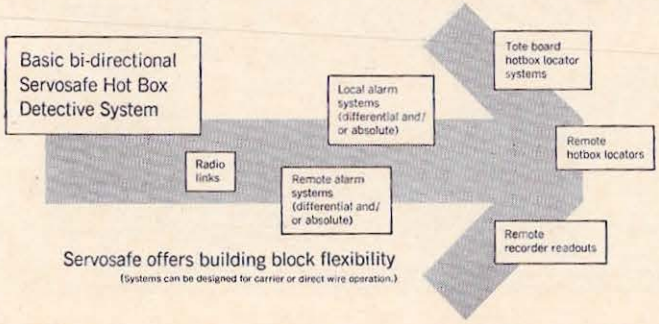
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Local alarm systems (differential and/or absolute)
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Radio links
Remote alarm systems (differential and/or absolute)
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Servosafe offers building block flexibility
(Systems can be designed for carrier or direct wire operation.)

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Corporation of America

Servosafe Hot Box Detective Systems are protected under one or more of the following U.S. patent numbers: 2,880,309; 2,947,857; and 2,963,575. Other U.S. and foreign patents pending.

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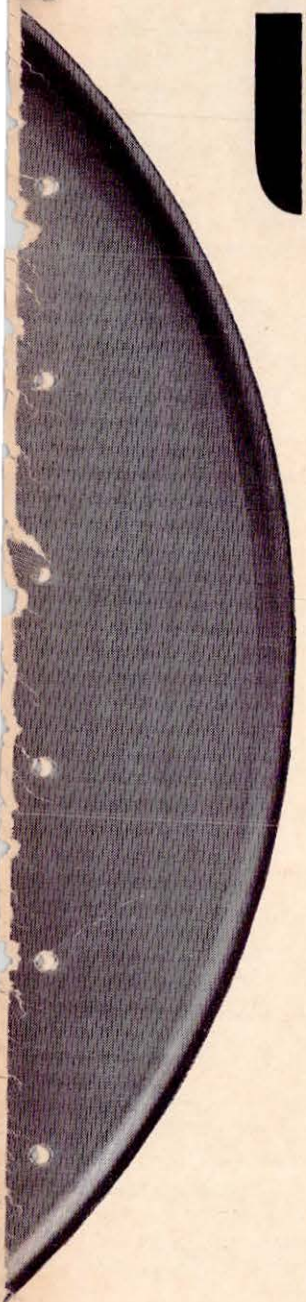

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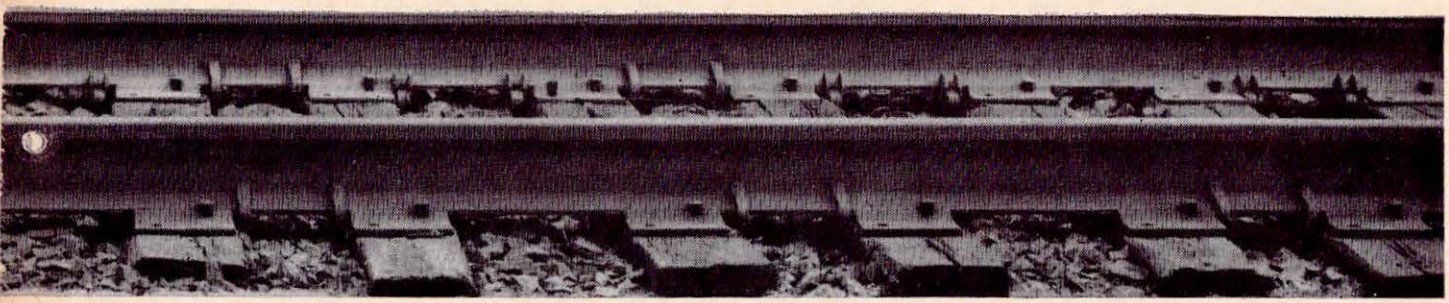
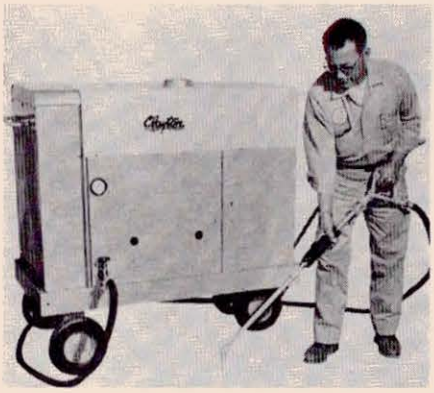
Sinclair 50th ANNIVERSARY 1916-1966

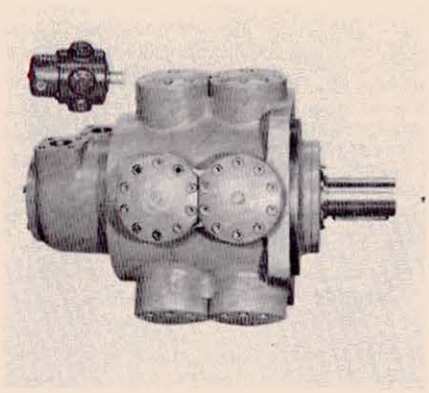


NEW PRODUCTS REPORT



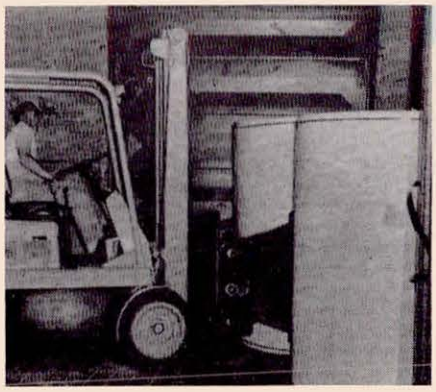
Steam Cleaner (RA-1)

Clean-Master 160 is said to handle at minimum cost the smallest intermittent cleaning job to the continuous operation big job. Its hydraulically actuated diaphragm main water pump is the design used on Clayton steam generators for high-feed pressures. Cleaner delivers 160 gph of high-impact supersaturated vapor solution. It may be had as a gas-fired stationary, or as an oil-fired portable, unit with heavy-duty undercarriage and full-swivel tuckaway drawbar. *Clayton Mfg. Co.*



Hydrostatic Motor (RA-2)

The Rotapower hydraulic motor offers torques up to 10,000 ft-lb continuous duty, equivalent to 243 hp. It is of radial piston type, but hydraulic force is transmitted directly to shaft eccentric by a high-pressure column of oil rather than by piston. Operated by a variable delivery pump, the motor, suitable for material-handling vehicles and other mobile equipment drives, serves as a power transmission device, with top speed varying from 125 to 750 rpm. *Houdaille Industries.*



Break-Out Clamp (RA-3)

The Cascade clamp is a side-shifting clamp with two equal-length arms designed to grasp and break-out rolls from trucks or cars, or in warehouses where rolls are tightly stacked together. A thin-arm design allows knifing between the rolls. Contact pads have special facings to hold roll securely as is necessary during "shaking out" operation. Unit is non-rotating and handles rolls in vertical position only. Attachment fits all makes of lift trucks. *Cascade Corp.*

Graphited Lubricant (RA-4)

Penephite, applied to the tandem slides under trailers, is said to eliminate trouble in making road adjustments. The lubricant contains colloidal graphite and other heat- and moisture-resistant materials and is compounded for conditions where lubrication is difficult. It is said to penetrate between the leaves of leaf springs; carry lubrication into dry and corroded lock tumblers; and loosen automatic chokes stuck because of high temperature. *Kano Laboratories, Inc.*

Hopper Controller (RA-5)

An automatic system for opening and closing hopper car doors is remotely controlled from either the wayside or from the cab of the locomotive moving the hopper cars. Doors can be opened and cargo unloaded as the train continues to move at 2.5 miles per hour. Each hopper car is equipped with a receiving coil, connected to a solenoid-operated electro-pneumatic valve with a two-way cylinder to open and close the hopper doors. *US&S Div., WABCO.*

Hopper-Car Finish (RA-6)

The Centari coating for the interior of hopper cars is said to exhibit good general chemical and abrasion resistance, heat resistance up to 200 deg F, good "slip," and generally satisfactory flexibility. The medium gloss finish, available in 825-8600 white and 825-8601 blue, complies with the applicable regulation for dry bulk foods issued by the Food and Drug Administration. The two-coat system may be varied to fit specific conditions. *Du Pont Co.*

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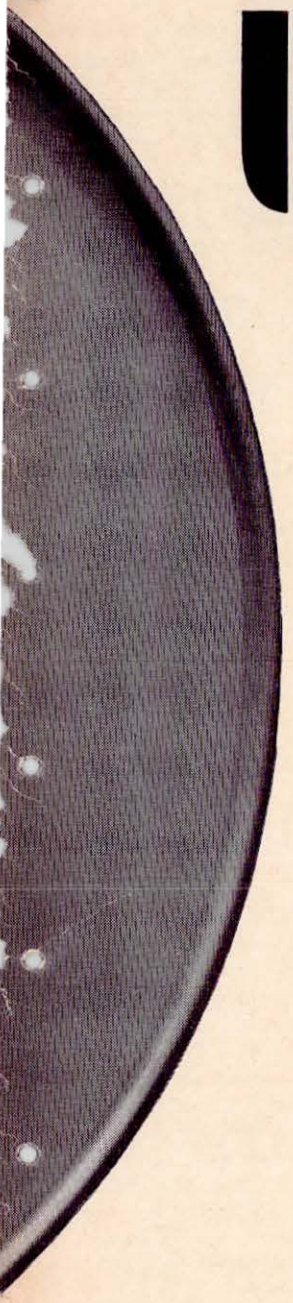

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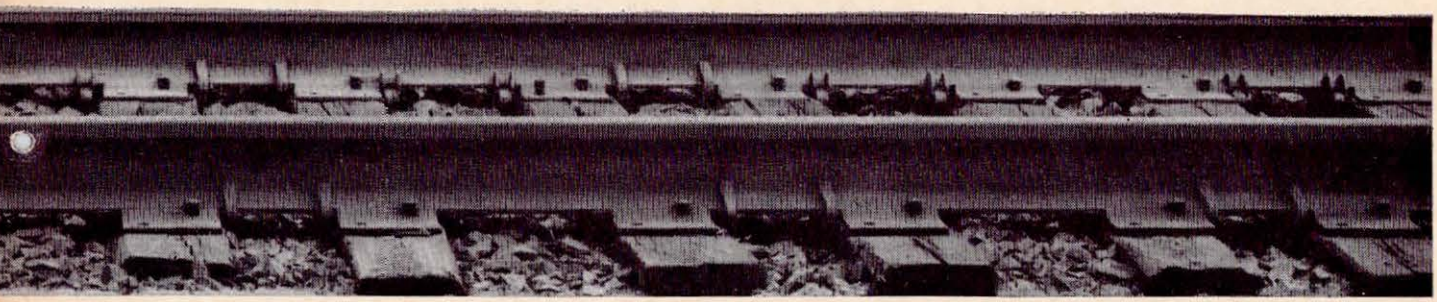

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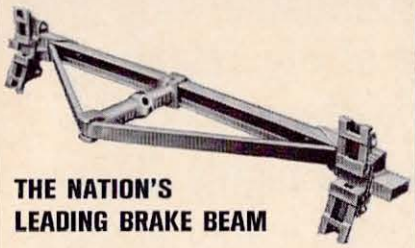

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LUTHER MILLER

AS THE EDITOR SEES IT...

THE GRACE OF HUMILITY—Joseph C. Harsch, writing in the Christian Science Monitor, suggests that the motorcar industry—which has "tended to behave as though the highest purpose of the American community was to consume automobiles"—could learn a thing or two from the railroad experience.

"The American railroads in their heyday," writes Mr. Harsch, "were arrogant and unconscionable . . . The railroads lost out against the automobile. Today, humility and good behavior are the public hallmarks of railroad men in the United States."

He detects signs of a public rebellion against Detroit's high-handedness and concludes with a warning: "The automobile has not yet been fitted into its final place in American society. That place is likely to be slightly smaller than at present. The industry itself will be a more comfortable neighbor when it, too, acquires the grace of humility."

IS DETROIT LISTENING?—Another critic, Lewis Mumford, wonders (in a lead article in the New York Review of Books) if G. K. Chesterton's epigram, "Nothing fails like success," may yet prove to be the epitaph of the automobile industry. Mr. Mumford compares the restless fleets of motorcars now roaming the countryside to the sacred cows of India: "Like their Hindu counterparts [they] are trampling down the vegetation, depleting wildlife and turning both urban and rural areas into a single smudgy wasteland, whose fancy sociological name is Megapolis."

Like Mr. Harsch, he sees the stirrings of a revolt at the grass roots. He notes that spectators cheered as San Francisco's Board of Supervisors turned down two proposed freeways on which the federal government was willing to spend $280 million. And he asks: "Is it not indeed time that Detroit began to pay a little attention to the feedback?"

GOVERNORS GET THE MESSAGE—In these pages a few weeks ago, Commissioner John Gilhooley of the New York City Transit Authority took up the cudgels. It is in Detroit's "self-defense," he asserted, to help restore balance to this country's crazily lopsided transportation picture. But where others have been content to wring their hands over the expiring patient, Mr. Gilhooley proposed a cure: massive injections of federal and local capital into rail transit facilities.

Mr. Gilhooley was even bold enough to suggest that the automobile, "the creator of so many of our urban problems," ought to help foot the bill.

The message appears to be getting across. Just a few days ago, the governors of New York, New Jersey, Pennsylvania and Delaware joined in a proposal that federal aid be granted to urban rapid transit on the same 90-to-10 basis that federal funds have been poured into highway construction. They will seek support for their proposal at the National Governors Conference in Los Angeles in July.

The prospect of eminent politicians seeking to divert money from concrete to rails, while there are still unpaved pastures in the land, is as awesome as it is cheering.

Governor Scranton of Pennsylvania fears that the rail-transit proposal may face tough sledding at Los Angeles, and we share his caution. But who knows? Hell may be freezing over, after all.

THINK ABOUT IT—One of our copy editors recently submitted the following headline for a car-supply story: "Brother, can you spare per diem?" Discretion being the better part of trade publishing, that headline was rejected for that particular story. But we think the question has sufficiently interesting implications to be passed on.

WATCHING **WASHINGTON** WITH WALTER TAFT

TAFT

REPORT ON CAR SERVICE—Our attention has been called to the report of a railroad commission on car service. It got under way with a complaint that observance of Car Service Rules had "to a great extent been superseded by the use or appropriation of cars by individual lines governed only by expediency." The report went on to say that disregard for the spirit and letter of the rules on the part of a great many railroads had led to unsatisfactory observance from the standpoint of the industry as a whole. And the "inability or indisposition" of the industry to regulate these matters on an "equitable and just" basis had resulted in "considerable discontent and numerous complaints from shippers in certain localities," the report added.

It followed through to say that this situation had made it impossible for some roads, "that had amply provided themselves with sufficient equipment, to meet the needs of shippers served directly by them. The report also warned that a crisis had been reached—so the railroads would have to "demonstrate their ability to properly handle their own affairs or some other body would do it for them."

THE PENALTY APPROACH—Reference was then made to conferences with representatives of the ICC. A major result of those conferences was the filing of tariffs establishing penalty demurrage charges to encourage fast release of cars by shippers. The question of putting a penalty factor in the demurrage rate was another matter discussed at those conferences.

The railroad commission also reported that it had been successful in bringing about a uniform agreement between roads serving Atlantic and Gulf ports as to reduction in free time on cars held at those ports for loading or unloading. Meanwhile, it assured the industry that it had kept its activities "conservative but effective," but this did not preclude setting up arrangements to obtain "firsthand knowledge of conditions existing on certain railways which appeared to be abnormal."

LACK OF FULL COOPERATION—Findings as to the distribution of cars were that failure to observe the Car Service Rules, plus unusual traffic trends, had fostered conditions under which equipment was "badly scattered, the excess of open-top equipment being largely in the West and the excess of box-car equipment principally in New England and the East." So an attempt was made to shift the box cars without regard to ownership. As to the success of that undertaking, the railroad commission had this to say:

"Had the commission received the immediate assistance of every one of the lines, as it had a right to expect, and those lines had shown a disposition to make some sacrifice of their own interests to help the deficiency roads, this policy would have resulted at once in a large redistribution of the box-car equipment. Some roads have cooperated to a large extent, some have done something in the desired direction, and some have done very little."

FAMILIAR AFTER 50 YEARS—Other advice of the commission was that accomplishment of effective results in redistributing cars and eliminating car delays depends upon having the confidence and cooperation of the ICC and the support of every railroad. The report went on to note that the ICC had already recommended that it be given more power to regulate the interchange of cars. The railroad commission thought, however, that the regulatory commission could be persuaded to use any such power sparingly if it were convinced that the railroads could cope with the situation themselves.

All of which sounds quite familiar. Yet the report was made nearly 50 years ago—in Jan. 1917. It went to the Executive Committee of the American Railway Association, one of the AAR's predecessors. Members of the railroad commission which made the report were three railroad vice presidents—W. L. Park of the Illinois Central, E. J. Pearson of the New Haven and W. J. Worthington of the Southern Pacific.

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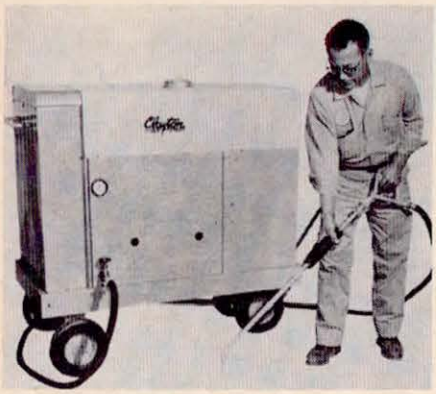
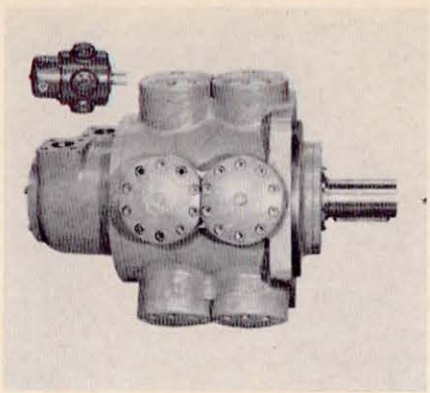
NEW **PRODUCTS** REPORT



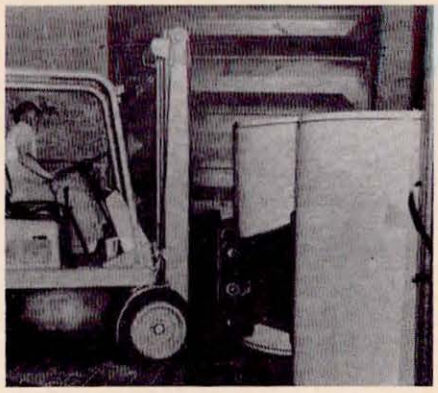
Steam Cleaner (RA-1)

Clean-Master 160 is said to handle at minimum cost the smallest intermittent cleaning job to the continuous operation big job. Its hydraulically actuated diaphragm main water pump is the design used on Clayton steam generators for high-feed pressures. Cleaner delivers 160 gph of high-impact supersaturated vapor solution. It may be had as a gas-fired stationary, or as an oil-fired portable, unit with heavy-duty undercarriage and full-swivel tuckaway drawbar. *Clayton Mfg. Co.*



Hydrostatic Motor (RA-2)

The Rotapower hydraulic motor offers torques up to 10,000 ft-lb continuous duty, equivalent to 243 hp. It is of radial piston type, but hydraulic force is transmitted directly to shaft eccentric by a high-pressure column of oil rather than by piston. Operated by a variable delivery pump, the motor, suitable for material-handling vehicles and other mobile equipment drives, serves as a power transmission device, with top speed varying from 125 to 750 rpm. *Houdaille Industries.*



Break-Out Clamp (RA-3)

The Cascade clamp is a side-shifting clamp with two equal-length arms designed to grasp and break-out rolls from trucks or cars, or in warehouses where rolls are tightly stacked together. A thin-arm design allows knifing between the rolls. Contact pads have special facings to hold roll securely as is necessary during "shaking out" operation. Unit is non-rotating and handles rolls in vertical position only. Attachment fits all makes of lift trucks. *Cascade Corp.*

Graphited Lubricant (RA-4)

Penephite, applied to the tandem slides under trailers, is said to eliminate trouble in making road adjustments. The lubricant contains colloidal graphite and other heat- and moisture-resistant materials and is compounded for conditions where lubrication is difficult. It is said to penetrate between the leaves of leaf springs; carry lubrication into dry and corroded lock tumblers; and loosen automatic chokes stuck because of high temperature. *Kano Laboratories, Inc.*

Hopper Controller (RA-5)

An automatic system for opening and closing hopper car doors is remotely controlled from either the wayside or from the cab of the locomotive moving the hopper cars. Doors can be opened and cargo unloaded as the train continues to move at 2.5 miles per hour. Each hopper car is equipped with a receiving coil, connected to a solenoid-operated electro-pneumatic valve with a two-way cylinder to open and close the hopper doors. *US&S Div., WABCO.*

Hopper-Car Finish (RA-6)

The Centari coating for the interior of hopper cars is said to exhibit good general chemical and abrasion resistance, heat resistance up to 200 deg F, good "slip," and generally satisfactory flexibility. The medium gloss finish, available in 825-8600 white and 825-8601 blue, complies with the applicable regulation for dry bulk foods issued by the Food and Drug Administration. The two-coat system may be varied to fit specific conditions. *Du Pont Co.*

RAILWAY AGE
WEEKLY

30 Church Street, N.Y., N.Y. 10007 READERS' SERVICE (Att. George Johnson)

PLEASE SEND ADDITIONAL INFORMATION ABOUT PRODUCTS IN ADVERTISEMENTS NUMBERED: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21

PLEASE SEND INFORMATION ABOUT PRODUCTS DESCRIBED ON PAGE 34 MARKED RA-1 RA-2 RA-3 RA-4 RA-5 RA-6

NAME ..... TITLE.....

COMPANY .....

ADDRESS .....

CITY ..... ZONE ..... STATE .....

5/16/66

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CP

S. M. Gossage
CP

W. J. Stenason
CP

F. S. Burbidge
CP

PEOPLE

ATLANTA & WEST POINT—WESTERN OF ALABAMA—GEORGIA.—Donald D. Strench, executive vice president, Atlanta, Ga., elected president and general manager, succeeding **J. Clyde Mixon,** retired after 50 years of service.

CANADIAN PACIFIC.—Ian D. Sinclair elected president (RA, May 9, p. 7), succeeding the late **R. A. Emerson** (RA, March 21, p. 11). Mr. Sinclair, formerly vice president with primary responsibility for the operating and traffic departments, has been succeeded by **S. M. Gossage,** vice president, company services. In his former position Mr. Gossage had jurisdiction over personnel, purchasing, research, telecommunications and trucking. **W. J. Stenason,** former assistant to the chairman and president, succeeds **Mr. Gossage** as vice president, company services.

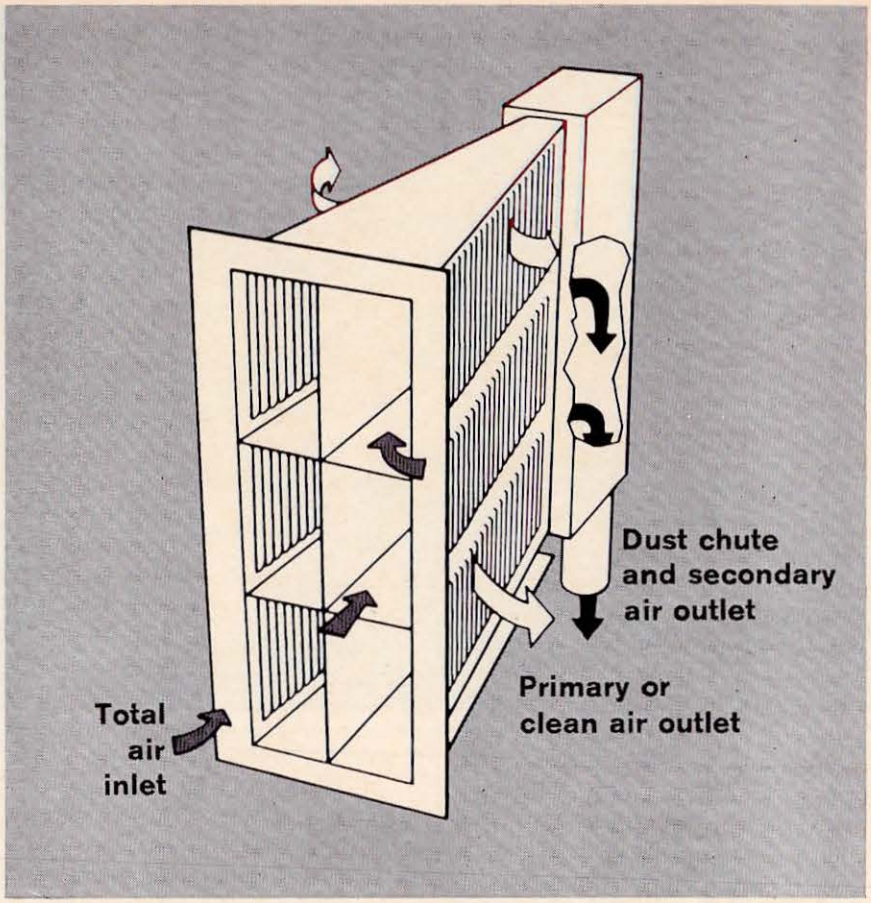
F. S. Burbidge, assistant vice president—traffic, appointed to the new post of vice president, rail administration. **Keith Campbell,** assistant vice president of personnel, named vice president, rail staff.

C. A. Colpitts appointed chief engineer, with responsibility for the over-all engineering aspects of the CP, including its transportation, real estate and other holdings. **J. N. Fraine,** vice president—rail operations, Montreal, appointed senior regional vice president, Vancouver, B. C.

CHESAPEAKE & OHIO—BALTIMORE & OHIO.—E. Eugene Gibson appointed assistant treasurer, Baltimore. Mr. Gibson had been a branch manager, Central National Bank of Cleveland.

FLORIDA EAST COAST.—O. D. Sharpe, Jr., shop engineer, appointed mechanical engineer, St. Augustine, Fla., succeeding **J. L. Callaway,** resigned. **L. D. Martin,** draftsman, appointed shop engineer, St. Augustine.

(Continued on page 40)



Compact AAF DUST LOUVRE *provides low-cost air cleaning for motive power and carbodies*

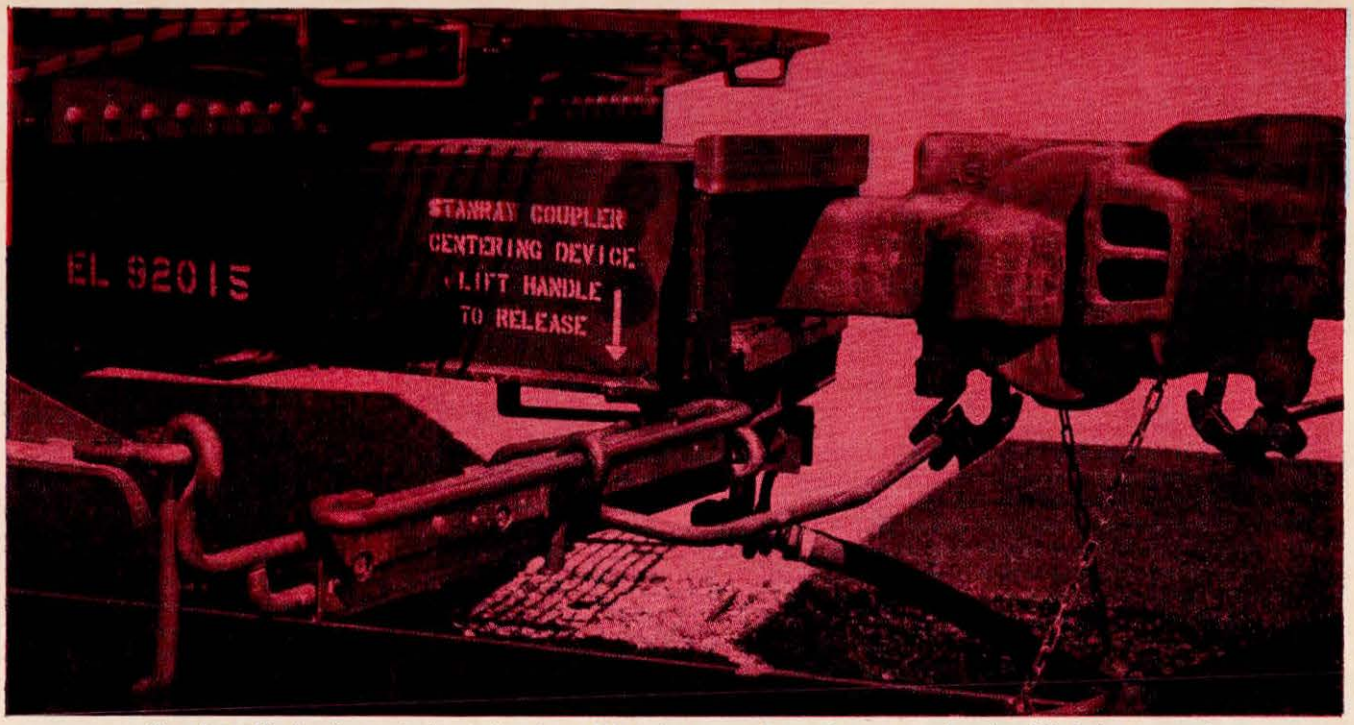
The AAF Dust Louvre operates on the principle of inertia-separation. It is capable of handling large volumes of air in a minimum amount of space and with a minimum pressure drop.

It is ideally suited to locomotive applications as a pre-cleaner or as a primary filter where its air cleaner performance is considered adequate. Its design incorporates the continuous removal of separated dirt—an important feature in applications where high concentration of dry dust are prevalent.

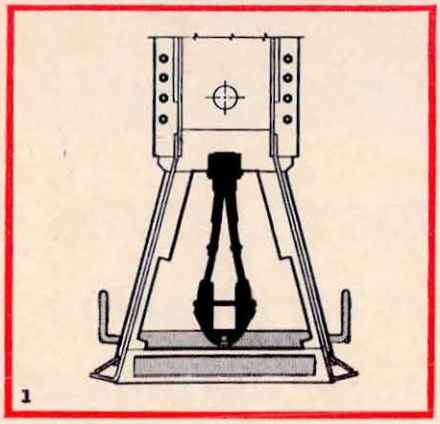
Ask AAF about all your locomotive air filter needs. In addition to the Dust Louvre, AAF makes the Cycoil oil bath air cleaner for engine intakes, the AMER-Kleen low cost, disposable, panel type filter, as well as a complete selection of other filter products.

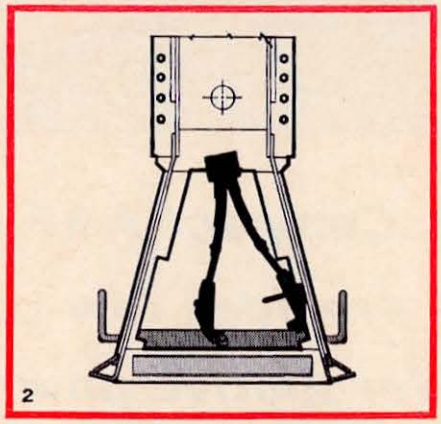
For more information write E. H. Hickey, American Air Filter Co., Inc., 111 Central Avenue, Louisville, Ky. 40208.

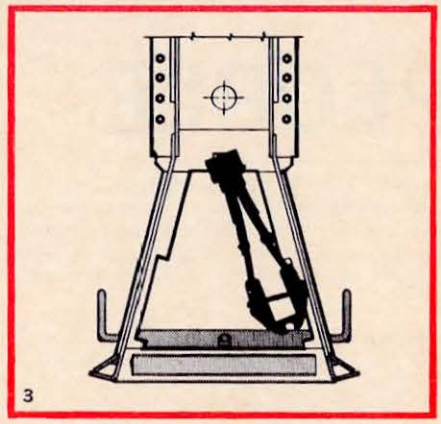
AAF American Air Filter
BETTER AIR IS OUR BUSINESS
Circle 18 on reader service card



Plan view of leaf-spring centering device shows **(1)** device engaged, coupler on normal center; **(2)** device engaged, coupler on normal extreme right; **(3)** device disengaged, coupler on normal extreme right.







STANDARD COUPLER CENTERING DEVICE

curbs the growing car damage caused by "wide swing" couplers

The move to longer freight cars—with their long shank couplers and wide opening strikers—has brought increasing reports of car damage caused by the passing of couplers.

The Standard Coupler Centering Device greatly reduces this threat. It keeps a free coupler centered in relation to the end sill. When the coupler is engaged, the device permits all movements essential to safe operation: a draft gear movement of at least three inches in either direction . . . lateral movement of the coupler consistent with the striker design.

If the coupler is off-center when disengaged, this leaf-spring device returns it to center position. To move coupler out of center, just lift the release handle. Next time the coupler returns to center, the device will automatically re-engage.

The Standard Coupler Centering Device is furnished in four components plus all necessary hardware.

Standard manufactures a complete line of centering devices for any cushioning application. For more information, please contact your Standard representative.

STANDARD RAILWAY EQUIPMENT
division of STANRAY CORPORATION
Hammond, Indiana • New York • Chicago

Circle 19 on reader service card

MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended May 7 totaled 602,244 cars, the Association of American Railroads announced on May 12. This was an increase of 28,151 cars, or 4.9%, compared with the previous week; an increase of 11,063 cars, or 1.9%, compared with the corresponding week last year; and an increase of 35,914 cars, or 6.3%, compared with the equivalent 1964 week. Ton-miles generated by carloadings in the week ended May 7 are estimated at 14.9 billion, an increase of 7.2% above the corresponding week of 1965, and 16.1% above 1964 week.

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, May 7

District	1966	1965	1964
Eastern, including Allegheny and Pocahontas ..	243,998	244,205	230,038
Southern	119,505	117,834	109,415
Total Eastern and Southern Districts	363,503	362,039	339,453
Northwestern .	85,335	79,533	80,339
Central Western	114,007	110,027	108,479
Southwestern .	39,399	39,582	38,059
Total Western Districts	238,741	229,142	226,877
Total All Roads	602,244	591,181	566,330
Commodities:			
Grain and Grain products	51,395	44,030	44,073
Livestock	2,011	2,407	2,373
Coal	110,104	108,512	107,884
Coke	8,991	8,631	7,281
Forest Products .	41,003	39,137	36,514
Ore	53,924	51,614	51,525
Merchandise l.c.l.	6,324	9,826	12,971
Miscellaneous .	328,492	327,024	303,709
May 7	602,244	591,181	566,330
April 30	574,093	592,982	553,142
April 23	543,639	570,489	558,647
April 16	543,049	547,742	569,321
April 9	568,412	557,067	516,434
Cumulative total, 18 weeks ...	9,819,571	9,722,138	9,471,434
Estimated revenue ton-miles (billions) 18 weeks	247.0	230.2	221.6

PIGGYBACK CAR LOADINGS.—U.S. piggyback loadings for the week ended April 30 totaled 22,603 cars, carrying 37,500 trailers compared with 19,781 cars, carrying 32,315 trailers, in the corresponding 1965 period. Loadings for 1966 up to April 30 totaled 358,286 cars, carrying 592,545 trailers, compared with 323,751 cars, carrying 521,157 trailers, in the corresponding period of 1965.

IN CANADA—Carloadings for the seven-day period ended April 21 totaled 81,029 cars, compared with 65,726 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
April 21, 1966....	81,029	27,093
April 21, 1965....	60,207	21,135
Cumulative Totals		
April 21, 1966....	1,174,235	410,771
April 21, 1965....	1,080,061	381,585

FREIGHT-TRAIN CARS

April Bad Order Ratio 0.8% Lower Than Last Year.—Class I roads on April 1, owned 1,480,077 freight cars, 15,116 less than on April 1, 1965, according to AAR report summarized below. Bad Order Ratio was 0.8% lower than on April 1, 1965.

	April 1, 1966	April 1, 1965	Change
Car ownership	1,480,077	1,495,193	—15,116
Waiting repairs	73,607	86,173	—12,566
Repair ratio	5.0%	5.8%	— 0.8%

PIGGYBACK

► *Atlantic Coast Line.*—Is leasing 1,000 new piggyback trailers from REALCO, a division of REA Express, to haul watermelons from southern growing areas to northern and midwestern markets. Following the growing season, ACL will place the trailers into general service.

LOCOMOTIVES

► *Pennsylvania.*—Ordered 100 heavy-duty diesel-electric locomotives at a cost of more than $27 million. Sixty-five 3,600-hp units will be built by EMD; 15 3,000-hp units will be built by Alco; and General Electric will supply 20 locomotives of 2,800-hp. Deliveries will begin in September and continue through January 1967.

► *Reading.*—Ordered two Century 430 3,000-hp, four-axle, diesel-electric locomotives from Alco for delivery in June. The railroad also ordered seven Century 630, six-axle, 3,000-hp units for delivery this month. Total value of the order is over $2.25 million. Both types of locomotives incorporate technical innovations, including a rectified, alternating-current electrical transmission system. Silicon rectifiers convert the ac power to dc for delivery to the locomotives' traction motors.

PASSENGER CARS

► *Pennsylvania.*—Ordered 50 new, 85-ft. air-conditioned electric m-u passenger cars from Budd for $20 million. The stainless-steel cars, due for delivery by September 1967, will be used in the two-year high-speed rail service demonstration scheduled for the PRR lines between New York and Washington. The Department of Commerce and the railroad are cooperating on the project. Forty of the new cars will be coaches, and 10 will be parlor cars. Each of the cars will be powered by four 1200-hp motors and will be capable of speeds up to 160 mph. Budd is currently completing four laboratory prototypes of the high-speed cars for delivery to the PRR this summer, when testing will begin.

NEW FACILITIES

► *Cleveland Transit System.*—General Railway Signal will supply a rapid transit control system for the Cleveland Transit System's line from downtown to the Cleveland Hopkins International Airport. CTS is currently building a four-mile extension from its existing line to the airport, financed by the Department of Housing and Urban Development and a Cleveland bond issue. The over-all line from the airport to downtown will be 14 miles long. The system will require 73 sets of electronic signaling and speed control equipment, mounted in 53 present cars and in 20 new rapid transit cars. Total amount of the controls contract is $762,690.

YOU OUGHT TO KNOW

Car builder to be honored: Champ Carry, chairman of the board and a veteran of 47 years' service with Pullman Incorporated, will be honored by his company this fall when "The Champ Carry Technical Center" is opened in Hammond, Ind. The center will house Pullman-Standard's railroad equipment and testing laboratories, and production engineering and computer section. It will also provide space for the finance and accounting department of the Trailmobile division, and Pullman Incorporated's IBM 360 computer. Carry pioneered research in the railway equipment field in 1946 when, as president of P-S, he founded the company's research and development in Hammond.

Controversial bill advances: The House Post Office subcommittee has approved a bill that would permit larger and heavier packages to be carried in parcel post. The vote 6 to 1, is expected to ease the way for clearance of the bill by the full House Post Office Committee. The Post Office Department wants the legislation passed, claiming it would permit the generation of more than $100 million in new parcel post business annually and help off-set the heavy parcel post deficit. REA Express has said that passage of the legislation would put it out of business within six months.

Credit rules modified: The ICC has made relatively minor changes in its rules governing the extension of credit by carriers to shippers. The maximum period for which credit can be extended by railroads remains the same—120 hours from the first midnight following presentation of the freight bill. Among the changes is one which provides that the time allowed for presentation of the freight bill shall run from the billing point. The deadline for presentation becomes the first midnight following the day on which sufficient information is available at the billing point. Another change requires carriers to cut off the credit of shippers who fail to furnish sufficient information for billing within a "reasonable time" after a shipment is tendered to the origin carrier. There is also a new requirement calling for identification of beneficial owners of property shipped by non-profit associations and shipper agents. The changes were served May 9 in a report on further hearing in Ex Parte No. 73.

ARAM session in Colorado: Winners of the 15th annual Golden Spike awards for outstanding advertising will be announced June 6 at the 42nd annual meeting of the Association of Railroad Advertising Managers in Denver, Col. Joseph O. Howard, ARAM president and assistant director of public relations for the Rock Island, said the three-day session will be attended by advertising managers from 31 railroads and railroad associations.

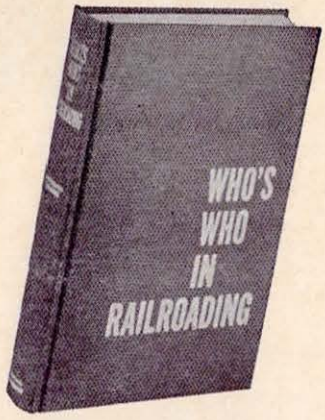
Court acts in Firemen's case: The railroads have been granted a permanent injunction against a strike by the Brotherhood of Locomotive Firemen and Enginemen by a federal judge in Washington. Judge Alexander Holtzoff also disputed the union's grounds for demanding that the carriers reinstate most of the 18,000 firemen's jobs eliminated by the arbitration award made under the law. The BLF&E claims that since the arbitration award expired Mar. 31, work rules in effect prior to the award should again be back in force. Judge Holtzoff ruled that while the railroads may not discharge any more firemen under provisions of the award, they also are not required to fill vacancies caused by the release of the firemen. "Those positions are permanently abolished," he said. "A new status has been created, and no change may be made in that status except by agreement or by the service of notices" under provisions of the Railway Labor Act.

Truck tonnage: Intercity truck tonnage in the week ended April 30 was 2.8% above that of the previous week, and 4.2% ahead of the volume in the corresponding week of 1965, according to American Trucking Associations.

Current statistics

Net income	
12 mos., 1965	$815,000,000
12 mos., 1964	694,000,000
Carloadings, revenue freight	
18 wks., 1966	9,819,571
18 wks., 1965	9,722,138
Freight cars on order	
Apr. 1, 1966	54,541
Apr. 1, 1965	36,491
Freight cars delivered	
3 mos., 1966	22,041
3 mos., 1965	19,608
Serviceable cars	
Apr. 1, 1966	1,406,470
Apr. 1, 1965	1,401,170

The latest edition of one of the most effective sales aids available to the railway equipment sales executive . . .



WHO'S WHO IN RAILROADING

IN NORTH AMERICA

Here is the most recent printing of a standard volume, the "Blue Book" of the North American railway industry. It contains approximately 6,000 entries, of which over 1,500 are new. All entries carried over from the previous edition have been checked and revised to include promotions, transfers, and other important changes. The listings are authoritative, comprehensive, and alphabetically arranged for easy reference. In addition to railway executives, they include leaders in the railway equipment and supply industries, railway labor leaders, members of regulatory bodies, ICC practitioners, transportation economists, and specialists in railway finance.

Complete information is given for each biographee — present title (or position) and business address, home address, age, career (including railroad, professional, military), technical society memberships, public offices held, books and articles written, and much more. The detailed data contained in this unique volume will be widely used by all who have frequent contacts with the railway and railway supply industries.

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But we realize that, once we have them aboard, we have to fulfill our assurance of pleasant, comfortable travel. This we do with modern equipment (including a recent addition of 36 lightweight stainless steel coaches, diners and lounge cars) and the genuinely friendly hospitality shown by our train personnel from train conductors to registered nurses, passenger service agents and coach attendants.

DISCOVER AMERICA

Seaboard
RAILROAD

THE ROUTE OF COURTEOUS SERVICE

Circle 20 on reader service card

(Continued from page 35)

NEW YORK CENTRAL.—R. L Kohl, superintendent diesel terminal, Collinwood, Ohio, appointed general superintendent, Harmon (N. Y.) diesel-electric shop, succeeding **J. S. Fadale,** named superintendent, Collinwood diesel locomotive shop, Cleveland, Ohio. Mr. Fadale succeeds **G. L. Zeider,** named superintendent of the Beech Grove (Ind.) car shops, replacing **R. T. Tomlinson,** transferred.

Paul W. Olson named manager of agriculture industry services. For the past ten years Mr. Olson has held various positions in the grain and feed divisions of Cargill, Inc.

NEW YORK CENTRAL TRANSPORT CO.—William F. Kirk, assistant vice president—mail, express and Flexi-Van services, **New York Central,** appointed president of the transport company.

ONTARIO NORTHLAND.—K. Biggs, manager, Toronto sales office, appointed public relations officer, North Bay, Ont.

READING.—E. C. Rudolph appointed assistant division engineer, Reading Division. **C. D. Deal,** named supervisor maintenance of way equipment.

TRAFFIC EXECUTIVE ASSN.—Gordon W. Lindsay appointed general commerce manager—Eastern Railroads, New York, succeeding **E. W. Heimert,** retired after more than 47 years of service.

WESTERN MARYLAND.—C. L. Robinson, manager, property division, Baltimore, appointed engineer maintenance of way at that point. Mr. Robinson succeeds **Roy R. Gunderson,** whose promotion to chief engineer was reported in RA, April 11, p. 35.

William F. Kirk
NYC Transport

P. Taylor Bryan
GSI

Supply Trade

P. Taylor Bryan, III has been appointed assistant vice president—sales, **St. Louis Car Division, General Steel Industries,** St. Louis, Mo. Mr. Bryan formerly was district manager of sales, GSI's Casting Division, Granite City, Ill., and will continue to handle some duties for that division.

Robert E. Brill has been elected assistant vice president, **Youngstown Steel Door Co.,** Cleveland. **Irving Ross** has been appointed director of research and **William Evarts,** director of corporate planning and growth.

Bruce A. MacLean has been appointed sales engineer, **Rails Co.,** Maplewood, N. J. Mr. MacLean was formerly track supervisor, **Pennsylvania.**

Houdaille Industries, Inc., Buffalo, N. Y., has purchased for cash all of the outstanding stock of **Powermatic, Inc.,** and related companies and will operate it as a division of Houdaille. Powermatic manufactures precision machine tools in a modern 175,000 sq. ft. plant and a 30,000 sq. ft. foundry in McMinnville, Tenn.

In connection with the reorganization of the Engineering Department, **Westinghouse Air Brake Division, Westinghouse Air Brake Co.,** the following appointments have been announced: **Claude M. Hines,** director—research and advance products engineering; **Walter B. Kirk,** director—railroad equipment engineering; **Glenn M. Thomas,** manager—product design; **Carl D. Wright,** manager—product evaluation; **Charles L. Weber,** manager—production engineering; **Vernon G. Jackson,** manager—engineer administration; **E. Blake Brenneman,** manager—COBRA shoe engineering; **Jerome R. Pier,** manager—mass transit engineering; **Glenn T. McClure,** senior consultant and **George B. Martin,** senior staff engineer.

Harry W. Pettit, project engineer, Railway Car Division, **Evans Products Co.,** Plymouth, Mich., promoted to chief engineer—box cars. **Howard A. Mantle,** project estimator, named chief estimator, Railway Car Division. **Harold J. Reicher** named administrative assistant to director of engineering of the division. **Morris Warshal** recently joined the staff as assistant to director of engineering.

Richard J. Capuano has been appointed sales representative, Railroad Division, **Barco Division, Aeroquip Corp.,** Barrington, Ill. He will be responsible for railroad sales for Chicago and the Midwest. **James O. Matthews** has been appointed Southeast district representative, Barco Railroad Division, Atlanta, Ga.

THIS SEAL SAYS "STEAL"

THIS SEAL SAYS "STOP"

(WHAT'S THE WORD AROUND YOUR PLACE?)

All flat seals can be opened in seconds . . . and closed without leaving a trace. A child can do it, using a knife, screwdriver, needle, safety pin, or strip of thin steel. Anyone who works around seals knows it. AND PLENTY OF THEM DO IT! That's why an apparently intact flat seal on your cargo is no proof of anything. ONLY THE TYDEN SEAL HAS NEVER BEEN OPENED WITHOUT LEAVING CLEAR PROOF OF TAMPERING. That's protection. And anything less is a clear invitation to steal. For details and free samples, just drop us a line.

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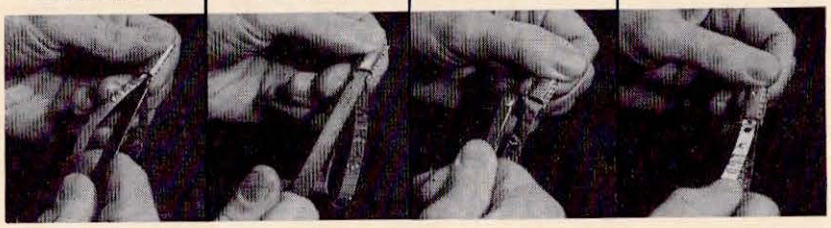
HERE'S HOW THIEVES OPEN AND CLOSE A FLAT SEAL IN SIXTEEN SECONDS WITHOUT LEAVING A TRACE:

A thin piece of steel (or other simple tool) is inserted between the bands of the locked seal, and pressed upward to flatten the two engaged hooks of the locking mechanism.

The tool is re-inserted along the top band, disengaging the hook on the band from the hook enclosed in the seal housing. The seal is now unlocked and ready for opening.

The top band is now withdrawn from the housing along with the tool. (The tool prevents the hook on the band from re-engaging the hook in the housing.)

Resealing takes less than two seconds, since all elements of the flat seal are still completely intact. On completion there is no visible evidence of tampering.



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THE ACTION PAGE

Public policies and progress

Ten years ago Senate Joint Resolution 22 urged President Eisenhower to proclaim National Transportation Week as "a tribute to the men and women who, night and day, move our goods and people throughout the land and the world."

It was a good idea. For ten years we have paid national tribute to the industry that has made the nation the most mobile society of all time.

President Johnson, as he proclaimed the week of May 15 National Transportation Week, noted that transportation is more than just a substantial force in modern America. The President told transportation leaders at the White House that the industry employs 2,500,000 Americans, is the source of one in every five dollars of national productivity and "is the lifeline" of the nation's travel and commerce. He also described our system of transportation as having been built by the "genius of free enterprise," and insisted that as long as he is President, transportation "will be sustained by free enterprise."

Then, as politicians will, the President did some pointing with pride, some viewing with alarm and some facing of facts.

"We must face facts," the President said. "A system that just 'grow'd like Topsy' is no longer adequate in times as complex and changing as these. In the next two decades, the demand for transportation in this country will double, but we are already falling behind—our transportation lifeline is tangled, the gears are worn and dangerously strained." LBJ then told the transportation leaders that "bold and vital" transport legislation will give a "green light" to a revolutionary era for our entire transportation system.

The President said:

—Too many highways are congested and unsafe.

—Too many airways are reaching the saturation point.

—Too much equipment is old and obsolete—and what is modern and good is often in short supply.

—New technologies are being ignored.

—Research and development are woefully inadequate.

—Government policies need better coordination.

Sweeping past the obvious, the President noted that the federal government spends $6 billion annually on transportation, has more than 100,000 employees involved in transportation programs and has "a variety of agencies and bureaus administering transportation policy."

LBJ took advantage of the occasion to promote legislation for creation of a cabinet-level department of transportation. "It is much more than a desirable government reorganization. It is critical to the future of transportation in this nation.

"Instead of aiding and encouraging our transportation industry, we are too often hindering and confusing it. We can change all that. Out of this new partnership between the government and industry would grow a well-planned and thoroughly coordinated national transportation system that is fast, efficient, safe, dependable and completely up-to-date."

This paper has often commented upon the importance of public decisions upon private progress in transportation. We certainly agree with the President that the national interest demands something other than what we have had in time past.

Strange words for railroaders

It must have been strange to the railroad men present at the White House hearing the President view transportation prospects with alarm. The industry's leaders have often charged that government policies create uneconomic diversions of transportation work—and that even so affluent a society as ours can hardly go on increasing the amount of national effort required to sustain the nation's need for personal and commercial mobility. In 1900, about 12% of the nation's produced wealth went into transportation. Now, we're paying about 21% of our vastly increased resources for transport. By 1985, if trends toward societal subsidization of uneconomic transportation systems continue, we'll be devoting about a third of our resources to transportation.

Government policies affect all sectors of the transportation industry. If government neutrality could ever be achieved, chances are very good that the same "genius of free enterprise" that LBJ said built the nation's transport systems in the first place—would evolve economic solutions to the nation's growing transport requirements and do it with a minimum of total social cost.

We are cheered by the President's concern for the future of the transportation industry. We hope his National Transportation Week concern can lead to government support of a total transport plan based upon economic realities and marketplace demands.

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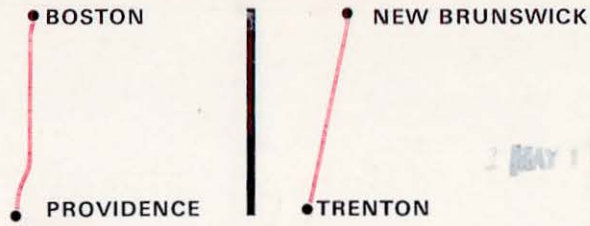
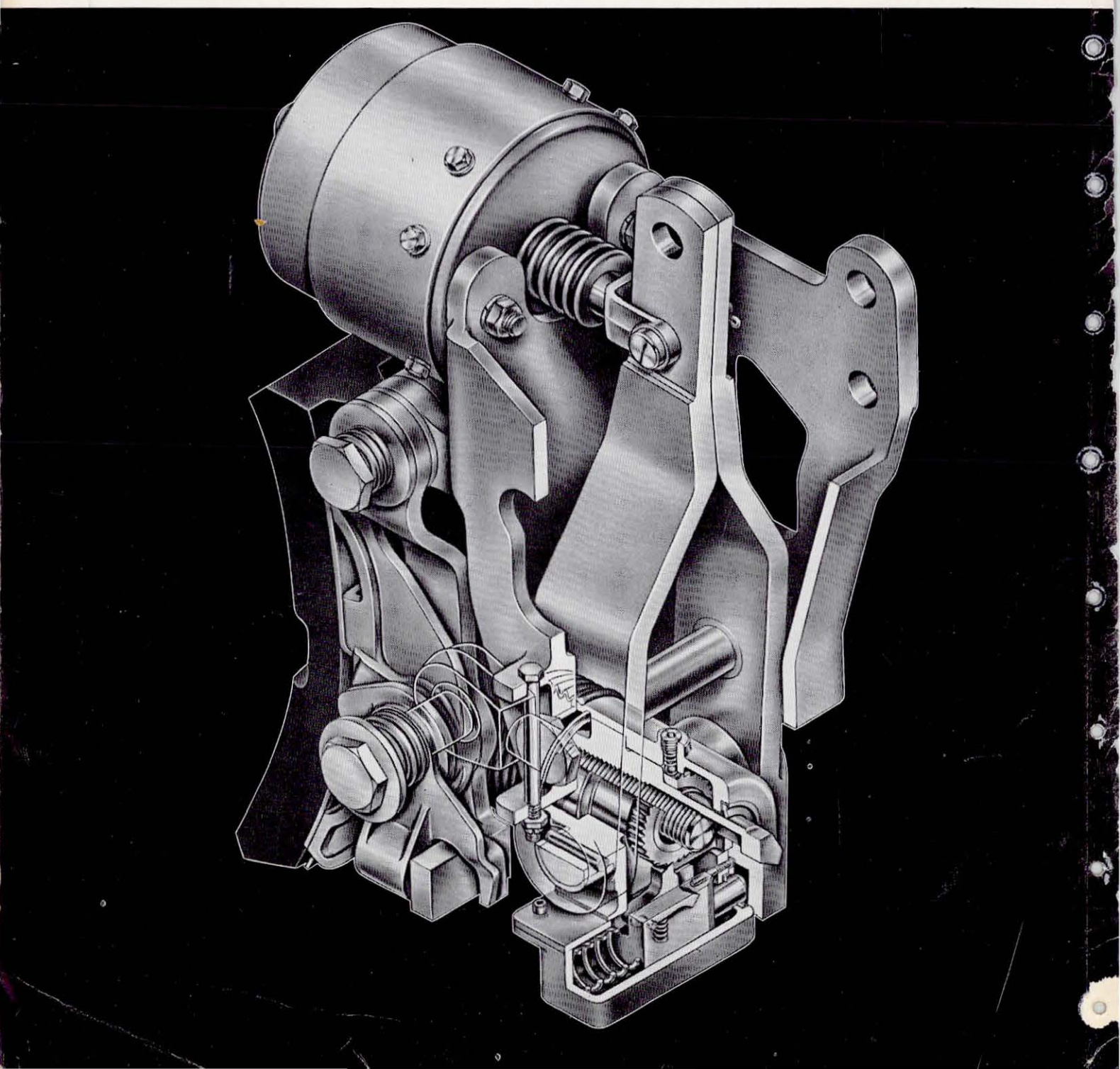
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